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THE PUBLICATION OF THIS PAPER

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AT 6 P.M.

Latest Advices.

	From London.	Arrived opt.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yedo			Aug. 25
Kanagawa			" 29
Nagasaki			" 29
CHINA—			
Peking			" 24
Tien-tsin			" 25
Hankow			" 26
Shanghai	July 10	Aug. 29	Sept. 4
Foo-Chow-Foo	" "	" 28	" 3
Amoy	" "	" "	" 6
Swatow	" "	" "	" 7
Hong Kong	" 10	" 21	" 11
Canton	" "	" "	" 9
Macao	" "	" "	" "
PHILIPPINES—			
Manila	" 10	" 26	" 5
COCHIN-CHINA—			
Tonkin	" "	" "	" "
Saigon	" "	" "	" 14
SIAM—			
Bankok	" "	" "	" 4
BORNEO—			
Labuan	" "	" "	Aug. 15
Sarawak	" "	" "	Sept. 5
JAVA—			
Batavia	" "	" "	" 15
MALACCA STRAITS—			
Singapore	Aug. 10	Sept. 13	" 21
Penang	" "	" 11	" 23

List of Passengers.

PASSENGERS INWARD.

By this mail from Hong Kong.—For Southampton: Mrs. Graham, two children, and servant, Lieut. Menzies, R.N., Dr. Matheson, 67th Regt., Messrs. G. Thompson, T. W. Dearborn, Loney, Muller, Rodgers. For Marseilles: Mr. and Mrs. Sands, Mr. L. Oliphant, Secretary of Legation at Yedo, and servant. For Gibraltar: Sir Don Antonio Rodrigues Pardo, and wife. For Singapore: Mr. L. N. Bell. From Singapore to Southampton: Capt. Babot. From Penang: Mr. Scott. To Malta: Mr. Denison, Mrs. Vaulpel, and 2 children, Mrs. Pryce and servant. From Singapore to Marseilles: Mr. and Mrs. Wilson.

PASSENGERS OUTWARD.

Per P. and O. str., 20th Oct., from Southampton to Shanghai: Mr. H. Cope, Mr. R. Elias. To Hong Kong: Mr. J. Mackay. From Gibraltar to Hong Kong: Rev. Messrs. Costa and Vasconcellos. From Marseilles, 25th October, to Singapore: Mr. Paleot, Mr. Luborde, Mr. Pott.

Per P. and O. str., 27th Oct., from Southampton to Hong Kong, via Bombay: Mr. Lenny, Mr. Bealel. From Marseilles, 4th Nov., to Singapore, via Bombay: Mr. and Mrs. J. A. Stok and infant, 2 children, and 2 servants, Mr. and Mrs. J. M. Tiedemann and native female servant, Mr. Schaaf, lady, son, and 2 daughters, Miss Lacocure. To Shanghai: Mr. Vischer, Messrs. Hartman and Beizer. To Hong Kong, via Bombay: Mr. J. Kymealer. From Alexandria to Singapore: Mr. S. Mohr.

Per P. and O. str., 4th Nov., from Southampton to Singapore: Dr. Treacher, Captain J. T. A. McNair, Mr. J. Dawson. To Hong Kong: Mr. and Mrs. F. Smith, Mr. A. Cohen, Mr. L. Moore, Messrs. A. Hogg, Limbey, P. F. Bird. To Shanghai: Mr. Ernest Saton. From Alexandria to Singapore: Mr. and Mrs. J. J. Blankenhagen, T. Blankenhagen and native female servant. From Suez to Hong Kong: Mr. W. Fustau, Mr. Recesma. From Marseilles, 12th Nov., to Singapore: Mr. J. F. Arnold, Mr. C. T. Deines, Mr. Mederbergen. To Hong Kong: Mr. Ariand.

Per P. and O. str., 12th Nov., from Southampton to Shanghai, via Bombay: Mr. E. Spence. To Hong Kong, via Bombay: Mrs. Williams. From Marseilles, 20th Nov., to Shanghai, V.B.: Mr. Hearn. To Hong Kong, V.B.: Mr. Fritz Alleg. To Singapore: Mr. T. R. van den Broeck.

Per P. and O. str., 20th Nov., from Southampton to Shanghai: Mr. Gore Booth. To Hong Kong: Mrs. W. H. Pittock. To Singapore: Mr. Marshall. From Marseilles, 25th Nov., to Singapore: Mr. and Mrs. Kernel.

Per P. & O. str., 4th Dec., from Southampton to Singapore: Mr. A. C. Babington, and Miss Babington. To Penang: Capt. and Mrs. Hillard, infant, and servant. To Hong Kong: Mrs. Caine, two infants, and E. I. servant, Mrs. Kane, Mr. Mackintosh, Mr. Fred. Adams, Miss Cruickshank. From Marseilles, 12th Dec.—To Hong Kong: Mr. Diego Snarens, Mr. and Mrs. J. M. Hazeland.

Per str., 20th Dec., from Southampton to Shanghai: Mr. Gibbon; to Hong Kong: Mr. Stewart, Mr. R. H. Payne; to Singapore: Mr. D. K. Mason, Mr. Paterson. From Marseilles, 25th Dec., to Shanghai: Madame Cordier, infant, and two servants; Mr. E. Fierz. To Singapore: Mr. D. Rodger. From Suez to Shanghai: Mr. C. Lelmann.

Summary of News from the Far East.

DEATH OF THE EMPEROR OF CHINA.

Although telegraphic news of this event reached us some time since, and has already been announced in our paper, full particulars of the occurrence, or rather the fullest we can expect to receive, have only reached us by this mail.

Hien Fung died on the 22nd August, a victim to dissipation, in the 30th year of his age. On his accession to the throne in 1850, it was hoped that he would have ruled the Celestial Empire with wisdom and discretion, as he was naturally a man of considerable ability. But the charms of the harem utterly enslaved him, and he was content to leave to his brother, Prince Kung, the toils and responsibilities of government. It is difficult at present to anticipate the effects of this occurrence upon the Government of China, or upon our own relations with the Celestial Empire. Some reports state that Prince Kung will succeed to the throne, while others affirm that an elder brother will be nominated as Hien Fung's successor; but it is still more probable, as the telegraphs have already announced, that his son will be the future Emperor of China. In this case, a regency must be appointed, and if Prince Kung obtains the office, it is not at all likely that our friendly relations with the Government will be disturbed.

JAPAN.

The state of affairs in Japan still continues in the most unsatisfactory state. It rests with our Government to state the course which is to be adopted. Mr. Alcock, it is said, has desired permission to retire from the difficult position in which he is placed, and we do not think he could have made a request more reasonable or more necessary. A man may be very clever, without being wise, and though in another less troubled sphere, Mr. Alcock's conduct might have won the approval of his countrymen, he has proved himself incapable of grappling with the difficulties in which his own conduct has involved him. Dates from Kanagawa are to the 25th Aug., and from Nagasaki to the 29th. Her Majesty's Legation will remove to Yokhuama until orders have been received from home as to the course to be adopted with regard to the recent outrage. The Consulate will also remove from Kanagawa. We are glad to learn that Mr. Oliphant has reached England by this mail, and that the restoration of his health, although a main object of his return, is not the sole one, as he has been sent on a diplomatic mission. Important results may be expected from this visit and it is probable that ere long the policy of our Government in relation to Japan will be disclosed to the public. There is a report of an attempted attack on the American Legation, but it appears to be without foundation. Mr. Harris remains at Yedo. Vice-Admiral Sir James Hope had gone to Hakodadi, in her Majesty's ship *Encounter*, and his flag-ship *Imperieuse* was reported to have been aground, but got off ultimately without danger. The *Nagasaki Shipping List* states—"On the 1st instant she got aground on Cape Sagimi. On the 5th the *Ringdove* took the Governor and the Admiral on board. The *Imperieuse* having been lighted by throwing overboard her guns, shot and coals, was, with the assistance of the French steam transport *Dordogne* and some gun-boats got off again, and all her guns recovered. It was reported that she had suffered some damage and would have to go to Hong Kong to be docked, but this, we

believe, is an error; we have been informed by a very good authority that she has not suffered the slightest damage." Mr. G. S. Morrison, Consul at Nagasaki, is about to return to England on account of his health.

CHINA.

THE YANG-TSE-KIANG.

The reports from Hankow, which are up to the 26th August, continue extremely favourable. The Chinese are regaining their confidence since the Rebels have retreated from the neighbourhood. At the date mentioned, six steamers and one American sailing vessel were in the harbour.

"Every vessel," says a correspondent of the *China Mail*, "takes an average of 1,500 chests of tea, besides large quantities of flax, oil, vegetable wax, &c." Rafts of timber are being sent down the river to Shanghai on the plan adopted in America. "There is one subject," says the same correspondent, "which ought to be brought before our naval authorities, and that is the necessity that exists for a survey of the river Han, which to steamers like the *Fire Dart*, *Willamette*, &c., is navigable for 300 to 400 miles from its mouth on the Yang-tse. There are several large towns on its banks, and one of the largest and most important in the province is only 150 miles from Hankow. Of course the first trips would be in most senses experimental, but they would repay the trial I think. While on the subject of surveys, I may say, I hear frequent complaints on the imperfect and incorrect surveys of the river Yang-tse between Nanking and the Lang-shan crossing, and in many places, the complainants say that the positions of banks are roughly placed, or that they have altered considerably since. A gun-boat might be advantageously employed on this service."

Information from Nanking reports the capture of that city by the Imperialists, after a stubborn resistance of many months on the part of the Rebels and inhabitants. As far as can be gathered from the intelligence forwarded, it would appear that the city was impregnable to the attack of the besieging force, so they resolved to starve the Rebel horde within the walls into submission. This had its usual effect where the besieged are determined to resist, and the horrors of famine raged within the devoted city, until it merged into cannibalism of the most frightful description. After every catty of ordinary food was consumed, and the most loathsome animals devoured, they resorted to eating human flesh, which was vended at eighty cash per catty, or about fourpence per pound. It is reported, also, that three regiments or separate bands of the Rebels gave themselves up to the Imperialists as prisoners of war, under the impression that their lives would be spared, but they were slaughtered to a man, and their bodies thrown into the river. These were seen in hundreds floating down the stream by those on board the steamers *Governor General* and *Carthage*, and several sailing vessels from the upper ports on the Yang-tse-kiang.

SHANGHAI.

At Shanghai business is quiet, although a large number of vessels has arrived. The steam communication with the Yang-tse ports has been kept up vigorously, and as the floods on the river are subsiding, there is every likelihood of a large trade being done as the season advances.

At Tien-tsin orders had been issued for a public mourning of the Emperor's death. Official documents were being issued under the blue seal, blue being the colour used for imperial mourning.

An official notification states that Mr. John Markham, having returned from furlough, would resume his functions as H.B.M.'s Vice-Consul on the 1st September.

An action was tried between Mr. Hallpike and Mr. C. S. Compton, the proprietor of the *North China Herald*, for alleged breach of agreement as assistant editor. The sum claimed was 3,000 taels, and the verdict given was—"That defendant pay to the plaintiff six months' salary at the rate named in the memorandum for second year's remuneration, and six months' rent at the rate named in defendant's proposal of the 24th July, 1861, viz., total taels, 1,500; and that defendant pay the costs of the suit." Several actions have been also tried in the Consular Court, for and against Mr. P. T. Richards, late of Shanghai, and now established at Tien-tsin.

At the monthly meeting of the North China Branch of the Royal Asiatic Society, a Catalogue of Matrices, for types of the Chinese written characters, was presented to the Society through the favour of the Netherlands Vice-Consul, and the thanks of the society were voted in return. This work has been completed quite recently, under the supervision of Dr. J. Hoffmann, Professor and Instructor of the Japanese and Chinese languages for the Netherlands Indian Government, by command of His Excellency J. J. Rochussen, Minister for the Colonies,

with the sanction of His Majesty the King. To this catalogue there is appended a communication by Dr. Hoffmann, in which the matrices and types are described, and their superior advantages detailed.

Lieutenant-Colonel Sarel's interesting narrative of the proposed overland expedition through the interior of China and Thibet to India, appears in the *North China Herald* of the 31st of August. Colonel Sarel describes what he saw with considerable felicity, and his account of this enterprising though unfortunate expedition possesses more than a passing interest. The first number of the new paper, the *Shanghai Times* was to be published on the 15th of September. It is to be a weekly as well as a daily journal, and proposes to devote itself mainly to the commercial interests of China.

A new case of piracy is recorded in the silk districts, by which it appears that a valuable cargo of silk, crape, cloth, specie, and other merchandise has been plundered from a native vessel, and the crew, consisting of twenty Chinese, in all probability murdered.

Miao-peï-lin, who was one of the Rebel chiefs, has now changed his course and been won over by the An-hui Governor under promises of great reward and distinction. Some refugees who have managed to effect their exit from Chia-ting, report that the Rebels in possession of the place are by no means numerous, the population consisting principally of kidnapped people, and that hence there is a good opportunity open for recapturing it. In consequence, probably, of this intelligence, it is stated that 1,200 troops are to be despatched to Chia-ting for the purpose of retaking the place.

Mr. Compton's house has been entered by a burglar, who found his way into that gentleman's bedroom, who was fortunately aroused by the noise. The thief turned quickly and endeavoured to escape under the half-screen doors by which he had entered; to do so he had to go on his hands and knees; this enabled Mr. Compton to get firm hold of him by the "tail," by which he dragged him back near to the fire-place, when he armed himself with a shovel, the first weapon that came within his reach. With this he struck him on the head several times, keeping him down all the time with great exertion, the thief making great efforts to rise or pull his antagonist upon him. In four or five minutes the house-boy, for whom he had called loudly during the conflict, came up, and police were sent for. Already some articles had been conveyed away, and it was evident the thief had an accomplice; other things were found secreted upon his person.

NEWCHWANG.

We mentioned in our number of the 28th ult., that an English gentleman attached to the British Consulate had been wounded by some ruffians. It now appears that this was Mr. Davenport, who, we are happy to say, is recovering, though slowly, from his wounds. The steps taken to punish his assailants appear to have had a good effect, the demeanour of the people being markedly more deferential than it was. It is stated in the *North China Herald*, that "no foreign merchant will be able to stand his ground at the port of Yang-tse, who does not stay during the winter. During the whole of the frozen-up period, carts with produce from the east, north, and north-west, came into the place in hundreds, sometimes thousands, daily. They come from much greater distances than the river navigation reaches to in summer. Several circumstances combined to make that mode of conveyance remunerative for producers. At that season there is not farm employment for the farm carts and the draught cattle. The country being bare of crops, carts can drive everywhere across it, while the rivers, bays, &c., are frozen hard. It will take at least two, and more likely three winters to test fairly the commercial capabilities of the place. This year the people will learn what the traders are looking for; next year small quantities of produce will be brought on trial, and in the third, the foreign merchant will be enabled to form some notion of the quantities in which they can be produced, and their cost at Yang-tse."

There is a probability of a direct trade between that new port and England. Vessels drawing fifteen to seventeen feet of water can come into port without difficulty during seven months in the year. A certain quantity of goods has always been required there, and more will be wanted for the future, while several products are likely to prove remunerative exports to England.

In climate Newchwang and the port of Yang-tse are superior to Tient-sin or Peking. From the 15th to the 16th of July the

thermometer stood at 80 deg. at daylight, and up to 92 deg. at the hottest time of the afternoon. But that has been the hottest weather during the summer. Before that it was comparatively cool, and from the 21st to the 24th it was 78 deg. at the coolest, and 89 deg. at the hottest times of the twenty-four hours. On the evening of the 24th a succession of squalls blew with violence, and on the 25th, 26th and 27th, it was 65 deg. to 69 deg. at daylight. Since that up to the close of the month it had been gradually getting warmer. There is none of the close steamy heat there which prevails at Canton and Shanghai, while mosquitos are comparatively unknown. The winter is expected to be severer than at Tient-sin; but the native houses are so well built to meet the cold, and as there is very good coal to be had, and cheap firewood, the foreign residents have no fear of passing the winter comfortably at this new port.

FOO-CHOW-FOO.

For several weeks there has been considerable excitement, in consequence of rumours which have reached Foo-chow, in regard to the progress of the rebels in the northern province of Chek-kiang. It is said the viceroy contemplates leaving with all the troops he can raise; some say he wishes to raise 15,000, or at least 10,000 men. The Tartar general and the governor are reported to be desirous that the viceroy should proceed to the field of strife in the north in person, which he seems to try to avoid doing.

HONG KONG.

Two very good houses are being built on Victoria Peak for the Honourable John Dent and Mr. Hudson, on the hills a little beyond Mr. Remedio's bungalow, and as the road from Victoria to Aberdeen is now patrolled at each half mile by an armed policeman, the locality may be considered safe for pedestrians.

The condemned hulk *Minden*, belonging to the service, and lately sold, is to be broken up at Whampoa.

All the policemen charged with extortion and conspiracy at the late Criminal Sessions, Hong Kong, have managed to get clear. Two were found guilty, and sentenced to six months' imprisonment each; but the sentence was to be re-considered.

A typhoon has been experienced in the China seas, and several vessels are reported in our shipping columns to have been damaged. It is feared also that we may yet hear of further disasters. This typhoon will, no doubt, be followed by another, as usual.

At Kow-loong, on the 6th instant, the Commissariat sheds took fire, and their contents, consisting chiefly of large quantities of compressed hay and patent fodder, were utterly destroyed; the loss is estimated at about £40,000. The weather continues to be mild for this season of the year.

At Swatow a gun-boat has her crew busily engaged in surveying the different passages and creeks, by order of the Admiral. The typhoon of the 31st August was felt at Swatow in a strong gale with violent gusts from 4 p.m. till past midnight. The wind blew from W.N.W., W.S.W., and South; no damage was done.

The arrival of the new American steamer *Hankow* is thus noticed in the *Daily Press*:—

"The new steamer *Hankow*, under the command of Mr. George U. Sands, arrived in Hong Kong on 30th August. This vessel was singularly unfortunate before leaving the American Coast, for she fell in with a most violent gale of wind, which compelled her to put into the Delaware River for repairs. She has however reached this port without further accident, and now lays in the harbour, one of the most perfect efforts in river ship-building we ever saw. The ship as well as machinery has been constructed under the personal superintendence of Capt. Sands. Her dimensions are as follow:—Length 220 feet over all (thirty-four feet longer than the *White Cloud*; beam, 31 feet 6 inches; depth of hold, 11 feet. Messrs. Collyer & Co. were the builders. The machinery was constructed in Morgan's Iron Works, and the cylinder is 48 inches diameter, whilst the length of stroke is 8 feet 10 inches. Her accommodations are remarkably good, and we have not the slightest doubt that the *Hankow* will become as great a favourite on the Canton River, where we hear she is destined to run, as the *White Cloud* has hitherto been. The *Hankow* experienced strong head winds, with a heavy sea from New York to Cape St. Vincent (the first place touched at) and carried them to the Cape of Good Hope, where she arrived just as a long prevalence of heavy gales had ceased their violence and the *Hankow* had fine weather to Mauritius, but from there to the Sea Shells very violent gales. During the remainder of the passage had light winds and calm weather."

CANTON.

The *Friend of China* of the 7th of August has the following account of a native custom:—"The native festival called *Sui-ee*, or burning clothes time, which commenced on the first day of the current Chinese moon, ended on Tuesday last with full moon. The origin and incidents of this festival, as given in the

calendar published in this paper on the 3rd inst., do not give the full popular notions and practice in this quarter, which are said to be as follows. On the fifteenth day of the moon the god of earth is supposed to mount his throne in hell, and pass judgment on those evil spirits that have come under his control during the preceding year; and it is for this that from the first day of the moon the Buddhist and Taoist priests are employed to recite prayers—perform masses—for the souls of the departed. At this all souls' festival, too, the temples receive ancestral tablets, and especial devotion is made for the spirits of all those whose friends are prepared to pay for the same. Money is subscribed among the different villages, to pay for services for the souls of those who have died without friends, for abandoned children, and for orphans. For these there are great preparations of paper clothes, paper money, spirits, and food—the two former being burnt, the rest distributed among the poor—(devoured by the priests?) The illuminated boat voyages up and down the river, by the creeks into the western suburbs of Canton, and on into the city, are specially for those who have been drowned. The music of flute and gong, though discordant to some western ears, is not so to all; and to our thinking the plaintive pipe in the dead of the night carries the best of remembrances that in the midst of life we are in death."

There have been no decided steps taken towards the evacuation by our troops, and rumours have been current in Canton that consequent on sickness at Tien-tsin the troops in garrison here will remain undisturbed till mid-winter; but, according to the *Friend of China*, there is no truth in the report.

A neat chapel has been built by the Wesleyan Mission at Sun-sha in the southern suburbs, which will be ready for inauguration in a few days.

Consequent on the appointment of the Rev. W. R. Beech to the Consular Chaplaincy at Tien-tsin, the Rev. Mr. Wyld has left Canton to succeed him as Military Chaplain at Hong Kong. Mr. Gray, is again pressed into the military service in Mr. Wyld's place.

Upwards of a dozen hongts have been built in the southern suburbs during the last two or three months, a perfect feat when the price of bricks and tiles is taken into consideration. The ground will get covered in time no doubt.

One of the wives of the celebrated Howqua, who attempted suicide by means of opium, has, by the aid of an English physician, recovered.

The following report of the land sale at Shamcen is from the *Friend of China*:—"As we anticipated, there was a smart competition for the bulk of the lots, the fifty-four disposed of realising a total sum of \$248,225, or but \$11,775 short of the aggregate of the upsets—the twenty-one lots unsold forming a residue of \$68,500 over the sum believed to have been paid for making the ground. \$248,225 at the exchange of 4s. 5d. gives, say, £46,500 sterling—a nice little remittance for the Chancellor of the Exchequer by the outgoing mail as part of the Tien-tsin indemnity. For a fuller comprehension of the sale we give the names of the parties to whom the lots were knocked down, the abstract being as follows:—

Purchasers.	Upset Prices.	Ad- vances.	Purchasers.	Upset Prices.	Ad- vances.
Sassoon and Co. ...	\$6,500...	\$ 50	E. Framjee ...	\$4,000...	\$3,650
G. Sewjee ...	4,000...	75	R. Habibhoy	4,000...	3,400
Turner and Co. ...	3,000...1,500		P. F. Cama and Co. ...	4,000...	3,000
Ditto ...	3,500...	0	Ditto ...	3,000...	125
Birley and Co. ...	3,000...	25	Gifford ...	3,000...	1,400
Deacon and Co. ...	4,200...	800	And others...	3,000...	550
Gibb, Livingston & Co. ...	4,300...1,250		Jairuz Fazul ...	3,000...	50
Reiss and Co. ...	4,000...	550	A. Ebrahim ...	3,000...	25
Ditto ...	3,000...3,050		Smith, Kennedy, & Co. ...	3,000...	25
Fletcher and Co. ...	4,000...1,150		Gilman and Co. ...	3,000...	1,200
Gibb, Livingston & Co. ...	4,000...2,150		J. D. Gibb ...	3,000...	200
Ditto ...	3,000...	50	Ditto ...	3,000...	0
Jardine, Matheson & Co., and Dent & Co. ...	4,000...8,025		Ditto...	3,000...	150
Ditto ...	4,000...2,500		W. Pustau and Co. ...	3,000...	1,000
Ditto ...	4,000...3,250		Ditto ...	3,500...	0
Ditto ...	3,000...	0	Siemssen and Co. ...	3,000...	1,000
Ditto ...	3,000...	0	N. Kesrowjee ..	3,000...	200
Ditto ...	3,000...	0	Sassoon and Co. ...	3,000...	1,000
Ditto ...	3,000...	0	Do. ...	3,500...	0
Sassoon and Co. ...	4,000...3,500		Do. ...	3,000...	1,325
Ditto ...	3,000...	500	Do. ...	3,500...	0
D. Poonjehbhoj ...	4,000...5,100		Lyall, Still, and Co. ...	3,000...	225
Ditto ...	3,000...	350	Ebrahim ...	3,000...	0
Sassoon and Co. ...	4,000...5,050		Sajim ...	3,000...	75
Ditto ...	3,000...	550	E. Framjee ...	3,000...	100
Moses ...	4,000...4,150		R. Habibhoy ...	3,000...	1,350
Ditto ...	3,000...	0	Oxford and Co. ...	3,500...	0
P. F. Cama and Co. ...	4,000...4,050				

Great complaints are made of the increasing practice of granting farms of the revenue. [The native customs and inland revenue of Kwangtung is now farmed to 40 different people, each particular trade having a special farmer of whatever duty may accrue from it, the average *ad valorem* impost being three per cent. on the selling price.]

The following comments are from the *Daily Press*:—"Messrs. Sassoon opened the ball, and imparted much confidence to the sale from the opinion which gained ground that they were operating for investment. They bought the first lot cheap, and biddings were rather languid until Mr. Cleberley began to buy for the two leading firms. He wanted all block No. 4, but only succeeded in buying six tenths of it. The five front lots of that block fetched \$37,375, the upset price being \$20,000. The Parsees and Indian firms then took up the biddings and purchased the remaining six front lots of the block for \$47,300, the upset price being \$24,000. This end is the pick of the site, and is almost entirely in the hands of the Parsee and Indian firms. The Southern aspects are all secured, in some instances only the upset prices being given.

"The Western portion of the site is rather in a ticklish position, and liable to be carried away by the force of the tide. In fact it did give way once. There is a tremendous strain on the retaining wall during the freshes.

"The result certainly bears a formidable appearance, and is encouraging to those who hinge their hopes upon the resuscitation of Canton. [Our opinions are well known upon the subject, but as they have partaken somewhat of partisanship, we acknowledge that we have only studied one side of the question. The train of reasoning in our mind runs thus:—If the Canton Custom-house continues, it will drive the trade away from the place; if the establishment be broken up, smuggling to and from Hong Kong will proceed *ad libitum*. Hankow will take a great portion of the trade from Canton, both import and export. Howqua hates the British as he does a pestilence. The Americans always nestle under his wing. He has a deal of land on and near the old factory site, which is far more contiguous to the centre of trade than Shameen, which will thus have a formidable rival. In fact, unless something unexpected should occur, the owners of the Shameen site can never expect a monopoly, for ground in large quantities, far more centrally situated, can be had on the sites of the old hong and factories.

"The successful result of land speculations at Hong Kong and Shanghai have doubtless encouraged parties to embark in this Shameen site. When we say that we judge by experience in arriving at the conclusion that little faith can be placed in the good out-turn of this Shameen site, simply because the community generally embarked in it, we refer to the following circumstances. When the first Hong Kong land sale was held in 1842, the whole British community embarked in it, and came to grief. Many of them, after spending immense sums on their lots, sought to abandon them, and the Government would not allow them to do so.

"Again, a couple of years thereafter, the British Government could not move for a long time a single lot of the ground they had leased from the Chinese on the Canton factory site. We mean the ground afterwards known as the British factories. We, ourselves, was the first purchaser, and the Americans were the second. This was not until the land had been upon the market for several years. The result was brilliant.

"Again at Shanghai the mercantile community were averse to speculating in ground in the foreign settlement. And, indeed, but for the occurrence of fortuitous circumstances which none could have foreseen, nothing could have saved the speculators. And it is ever thus, in our opinion; land bubbles always fail unless by a fluke. We will almost defy any one to name a lucky land speculation where anything beyond a trifle was given for the ground. Look at the 'real estate' bubbles at San Francisco! It was only those who got the ground for a trifle who made money. All after speculations in the market came to grief. It therefore comes to this,—nothing but political events can make the Shameen land speculations lucrative. Nothing need be feared from the Cantonese—they have been thoroughly humbled. The Rebels then present the only chance—so that should Canton be menaced seriously by Rebels, the Shameen site will become a place of refuge for persons and for valuable property. Beyond this we really see no hope of the speculation turning out favourably."

Mr. Thomas Dick, formerly Interpreter at the Supreme Court, Hong Kong, comes to Canton as a Deputy Commissioner of Customs.

On the 4th of September an armed body of robbers, about ten o'clock, went to the goldsmith's shop of Sie-shing and Yekshing, in the Suee-Shee-Kie, or street leading from the Eng-sin-moon to the Kwei-tukh-moon, one of the principal thoroughfares of the city, and having effected an entrance, plundered the shops of their contents—to the value of 3,000 taels of gold it is said. It is only the old city that is patrolled by foreign police at night. The robbers, it is found, had secreted themselves in the city till the appointed hour, and afterwards escaped over the wall, and so by the water away.

The *Friend of China*, in referring to the different Charitable Institutions of Canton, says with reference to the Blind Asylum:—"The Blind Asylum was built from a special fund under the control of the two district magistrates, and the inmates, who numbered in April last 220 receive from the same quarter a miserable dole of some three mace and a few candereens a piece once in three months. Having built the place, the magistrates appear to think they have done all that it is necessary for them to do;—the poor blind being left to find food by begging, telling fortunes, &c., their average earnings being some thirty cash a day only. Occasionally, sick and unable to go a begging, some of them die of sheer starvation!"

MACAO.

The *Boletim do Governo* contains the report of an examination of students at the seminary of Saint José. At this examination His Excellency the Governor of the Settlement was present, and on the last day distributed the prizes, the principal of which were as follows:—

ENGLISH LANGUAGE.—First prize: To Jozé de Jesus. Second prize: Edelmundo de Couto. Third prize: Filomeno Vidal. Second-class: Daniel Gutierrez. Third-class: 'Constandio Lopes.

LATIN.—First prize, Daniel Gutierrez; second, Hymocrates H. da Silva; third, José Felix de Jesus.

There were prizes also for attainments in Portuguese grammar, and in first rudiments. According to a list of the scholars in the seminary, there are 27 students of the English Language, 7 of Latin, 41 of Portuguese Grammar, 46 of First Rudiments, and 9 of Chinese. The examiners in the English Language were Messrs. Manoel, A de Souza, and Felix Hilario de Azavedo; in Latin, Portuguese First Rudiments, Arithmetic, Orthography, and the Christian Doctrine, the Rev. Jorge Antonio Lopes da Silva (Vicar of Sam Lourenço); and in Chinese, the Rev. Sr. Antonio Vieira.

COCHIN CHINA.

A recent visitor to Saigon states that there is a want of vitality about the settlement. No land, it is said, is attainable, and the European merchants remained cooped up in wretched houses, tenants at will of the authorities; moreover, there is no warehouse room, except at the China Town. On the other hand, roads have been made and some are being opened up, which will greatly benefit town and country. Barracks and hospitals are springing up and the Public Works Department is fully occupied (and is likely so to be for a long time to come) on coal sheds, commissariat stores, quarters for officials, drainage, canals, churches, &c., &c. The plan of the town has been drawn up, and if carried out will render Saigon one of the prettiest towns in the East, especially if cleanliness can be enforced. The number of inhabitants both in Saigon and the China Town has materially increased, and the increase is stated to be greater in the latter than in the former place, whilst the country shows a marked improvement as to population.

The reports from Mytho vary; some represent the country as but little cultivated; others represent the crop as likely to be greatly in excess of former seasons. The truth probably lies between the two, and, on the whole, abundance is likely to prevail. No notable progress has been made towards the conquest of the country since the capture of Mytho. It is reported that on the arrival of reinforcements, the admiral will send expeditions against Bein Hoa and Vinh-long, and add them to the French possessions.

SIAM.

BANGKOK.

His Excellency the Phraklang, or Minister of Foreign Affairs at Bangkok, has communicated to Her Britannic Majesty's Consul at that place, that the Siamese Government has received information of disturbances having broken out in Cambodia, over which territory the kings of Siam hold suzerainty, and that the Senabodi, or Royal Council, had resolved to despatch, for the protection of Siamese interests, a steamer and some gunboats to Kampoot. The Phraklang, accordingly, requested the Consul to issue a notification informing British subjects resident in Cambodia of the object of the expedition, and referring them for redress to the commander-in-chief of the expedition, in case of any difficulty arising between them and the Siamese force. The Consul has, accordingly, issued a notification to the above effect.

BORNEO.

SARAWAK.

The news from Sarawak, which is to the 4th of September, reports that Sir James Brooke had returned from Brunai, where he had met with a most cordial reception. The Sultan and his ministers have made over to Sarawak the government of the various districts between Banjong Kadurong (including Bintulu) and those formerly placed under the authority of Sir James Brooke. This will secure the peace of the coast, and materially advance the trade of Sarawak, as well as of these outlying districts. The interests of the Sultan and his ministers will also be promoted by this measure, as they will be secured a certain and liberal revenue, instead of being obliged, as heretofore, to enforce a fluctuating tribute, by violent measures, from a disorderly and often hostile population.

The trade of Sarawak is brisk, and the affairs of that province look more prosperous and promising than they have ever been before.

Sir James Brooke is, we presume, on his way to England, as he was to leave by the first mail in October.

MALACCA STRAITS.

SINGAPORE.

We learn that Capt. Sack, a gentleman well-known in Singapore has been murdered in a boat in which he was proceeding accompanied with a French nobleman, from Soo-Chow to Shanghai. The murderers, two Italians, wished to obtain possession of a box of dollars the unfortunate gentlemen had with them, and to ensure their evil desire proving successful they committed their purpose. Both the men have been arrested, and now await their trial in Shanghai.

His Prussian Majesty's frigate *Thetis*, Captain Tackmann, arrived at Singapore on the 15th current, from Batavia via Miratok. Next morning the frigate fired the usual salutes, which were returned on shore from Fort Fullerton.

The accounts from Banjermassing are not very favourable. News had been received by telegraph, via Sourabaya, to the 4th current.

Nothing of importance had occurred at the head-place Banjermassing, or in the divisions Martapura and Tana Laut, and in the districts Allei and Amandil.

Between Tabalung and Muara Ayu a strong enemy, from whence coming was not known, had interrupted the communication by land and water, and hindered the passage of reinforcements.

Private advices received at Sourabaya state that Major Schaak had suffered a check before Paggy, and had many wounded, including two officers.

PENANG.

We regret to hear that small-pox is very prevalent at Marbau Kudong, Ayer Itam, and Permatang Maklom, and that there is considerable mortality among the children attacked by it. Until about three years ago the assistant apothecary of the province was in the habit of periodically visiting the villages in order to vaccinate, for which service about Rs. 20 monthly was allowed by Government. The allowance is still made, although it is said that the assistant apothecary does not now go to the villages, but requires the children to be brought to the hospital.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

- BARNET—On the 23rd inst., at 155, Westbourne-terrace, the wife of Wm. Barnet, Esq., of a daughter.
 BORRADILLA—At "The Castle," Hong Kong, on Saturday evening, 31st August, the wife of T. S. Borradilla, Esq., of a son.
 CHINNERY—On the 6th inst., at Folkestone, Kent, Mrs. Samuel Chinnery, of a son.
 COLKBOOKE—On the 12th inst., at Ottershaw-park, Chertsey, Lady Colebrooke, of a son.
 DECIES—On the 11th inst., at Newcastle-upon-Tyne, the Lady Decies, of a daughter.
 FAIRMAN—On the 16th inst., at Boulogne-sur-Mer, the wife of E. St. John Fairman, Esq., of Alexandria, Egypt, of a son.
 GREY—On the 17th inst., at Portsmouth Dockyard, the Hon. Mrs. George Grey, of a daughter.
 GREENSHIELDS—At Cairn Hill, Singapore, on the 6th Sept., the wife of J. J. Green shields, Esq., of a son.
 HAMILTON—On the 1st inst., at Frankfort-on-the-Maine, the wife of Frederic Hamilton, Esq., Her Britannic Majesty's Charge d'Affaires to the Germanic Confederation, of a son.
 KENNEDY—On the 20th inst., the Lady Nigel Kennedy, of a daughter.
 MURRAY—At Hong Kong, on the 4th September, the wife of C. W. Murray, Esq., of a daughter.
 ROSARIO—At Hong Kong, on the 3rd September, the wife of M. B. do Rosario, Esq., of a son.
 SILVA—On the 21st inst., at her residence, 30, Portdown-road, Maida-vale, the wife of, Mr. J. G. Silva, of a daughter.
 WOLLER—At Hong Kong, on the 3rd September, on board the Hamburg barque *Miranda*, the wife of Capt. T. C. Woller, of a son.

MARRIAGES.

- BROWNLOW—HARDY.—On the 15th inst., at the British Embassy, Paris, by the Rev. Lord Saye and Sele, the Hon. Edward Brownlow, to Helene Clementina, second daughter of the late John Hardy, jun., Esq., formerly H.M.'s Consul at St. Jago de Cuba.
 BRANT—BUDDOCK.—At St. John's Cathedral, Hong Kong, by the Rev. W. R. Beach, on the 3rd September, Mr. George Brant, of Windsor, to Miss Saran Jane Buddock, of Bath.
 BURKE—KEITH.—On the 24th inst., at the parish church of St. Marylebone, by the Rev. Chas. James Goody, curate, W. H. Burke, jun., Esq., of 17, Newman-street, Oxford-street, to Mary Ann, eldest daughter of D. Keith, Esq., of Wood-street, and Marlborough-hill-gardens, St. John's-wood.
 DALY—MCNAB.—On the 19th Sept., at St. Mary's Cathedral, Hamilton, C. W., John George Daly, Esq., to Mary Stuart, daughter of Sir Allan McNab, Bart., of Dundrum.
 ENGLEHART—WILCOXON.—On the 22nd inst., at St. Nicholas Church, Brighton, by the Rev. R. S. Smith, Edward Curteis Englehart, to Emilie, youngest daughter of Robert Wilcoxon, of The Paragon, Blackheath.
 FELLOWS—HILL.—On the 15th inst., at Hampstead, by the Rev. Thomas Ainger, Arthur Fellows, Esq., of Victoria, Vancouver's Island, to Eleanor Caroline, second daughter of Sir Rowland Hill, K.C.B.
 GURNEY—PRINSEP.—On the 8th inst., at Kensington, by the Rev. Edward Auriol, Charles Henry Gurney, Esq., to Alice, daughter of H. T. Prinsep, Esq., Member of the Indian Council.
 HAMILTON—S. CHOLFIELD.—On the 12th inst., at Leckhampton church, hetenham., by the Rev. George Roberts, Vice-Admiral Arthur P. Hamilton, to Ellen Gertrude youngest daughter of the late Rev. J. Scholefield, rector of Barton-on-the-Heath, Warwickshire.
 HANBURY—STRANGFORD.—On the 17th inst., at St. Mary's, Bryanston-square, by the Hon. and Rev. Arthur A. B. Hanbury, the Hon. Charles Spencer Bateman Hanbury, M.P., to the Viscountess Strangford.
 HESSEY—OAKES.—On the 22nd inst., at St. Matthias' Church, Richmond, Surrey, by the Rev. Dr. Hessey, the Rev. Francis Hessey, D.C.L., to Julia Leonora, only surviving daughter of the late Thomas Alexander Oakes, Esq., of the Madras Civil Service.
 HASKINS—HULME.—On the 24th inst., at St. Nicholas, Brighton, John Haskins, Esq., of Hadlow House, Mayfield, Sussex, and Elm-grove, Ventnor, Isle of Wight, to Josephine, daughter of the late John Walter Hulme, Esq., Chief Justice of Hong Kong.
 WILLCOXON—CAGNEY.—At St. John's Cathedral, Hong Kong, by the Rev. W. R. Beach on the 3rd September, Mr. A. Willcoxon, to Miss Margaret Theresa Cagney.
 WILSON—HUTCHINSON.—On the 22nd inst., at Holy Trinity Church, Walton Breck, by the Rev. Thomas Carter, John Simpson Wilson, of the Royals, Cheshire, to Mary Louisa, eldest daughter of the late T. P. Hutchinson, Esq., of Radcliff, near Bury, Lancashire.
 YARDLEY—STUART.—On the 8th inst., at St. Peter's Church, Dublin, by the Rev. J. J. McSorley, Thomas Yardley, Esq., 86th Royal Regt., to Minna Louisa, eldest daughter of Lieut.-Col. W. K. Stuart, C.B., Commanding 86th Regt.

DEATHS.

- BARTON—At Swatow, on the 9th August, John George, infant son of Capt. Z. Barton.
 FISH—On the 16th inst., at the residence of Wilkinson Dent, Esq., 8, Fitzroy-square, Henrietta Barnes, wife of the Rev. John Dent Fish, of Whitechurch, Salop, aged 32.
 LEGGAT—At Hong Kong, on the 3rd September, on board the steamship *Tang-tze*, Mr Robert Leggat, engineer.
 LOPEZ—At Macao, on the 16th August, Lieut. Pedro P. Lopez.
 PAGADO—At Hong Kong, on the 24th August, Manoel Marie Dias Pagado, Esq., aged 53.
 REVEL—On the 16th inst., at Turin, Emily, widow of Count Adrien de Revel, and daughter of the late Basil Montagu, Esq., Q.C. B.I.P.
 ROZA—At Macao, on the 21st August, Jose Roberto Araujo Roza, of apoplexy.
 SIBTHORP—On the 13th inst., of apoplexy, at St. Leonard's-on-Sea, Gervaise J. Waldo Sibthorp, Esq., M.P., of Canwick Hall, near Lincoln, and of Potterills, Herts.
 SKENE—On the 23rd Sept., on board the P. and O. steamship *Simla*, on his homeward voyage from Ceylon, James Francis Skene, advocate, only son of George Skene, Esq., in his 20th year.
 STEWART—On the 16th inst., at 17, Inverness-terrace, Kensington-gardens, Charlotte Anne, the wife of Algernon Stewart, Esq., late of H.M.'s Ceylon Civil Service.
 TABER—At Macao, on the 5th September, of consumption, Mr. George A. Taber, a native of Fairhaven, Mass., U.S.A., aged 31 years.
 WOODWARD—On the 10th August, accidentally drowned in the Canton River, while in the discharge of his duties, Frederick Woodward, of the Marine Customs, the dearly loved second son of the late Rev. Charles Woodward, in the 19th year of his age, much respected by his friends, by whom his loss is sincerely regretted.
 WADE—On the 21st inst., at Bath, Colonel Sir Claude Martine Wade, Kt., C.B., aged 67 much beloved and deeply lamented.

COMMERCIAL REPORT.

CHINA—EXPORTS.

SHANGHAI.—TEA: *Black*.—Transactions in the leaf have again taken place freely at Hankow, and re-sales on this market and re-shipment for England of about 14,000 chests Oonams and Oopacks are reported during the fortnight at about previous rates. The settlement of 575 chests Fl. Pekoe at Tls. 30 to Tls. 38½, and 800 ½-chests Oolongs under contract is reported. Settlements to date are estimated at 55,600 chests against 9,390 chests at same period last season. Stocks about 12,500 chests of Oonams and Oopacks, 1,000 chests Hoo-chows, 1,500 old and common kinds, 900 chests new, and 200 chests Old Fl. Pekoe. Greens: There has been very little done, only 3,200 ½-chests China, and 1,120 ½-chests Japan kinds have changed hands, making to date 27,200 ½-chests and 6,650 ½-chests respectively, against 18,000 ½-chest China and 3,200 ½-chests

Japan last year to the same date. Prices are much as before. Stocks: Moyunes 1,800 ½-chests, Pingauy 700 ½-chests, Hoochow 8,000 ½-chests, Japans 1,000 ½-chests, and at Ningpo about 25,000 ½-chests.

FOO-CHOW.—A large business has been done in Tea, as the teamen have shown much more desire to realise their stocks. Prices of the good flavour and Souchong kinds have been fully maintained, but a fall of ½ to 1 tael took place in the lower grades about ten days ago; and, although settlements have since been made at somewhat irregular rates, this fall has, on the whole, been fully established. Sales since the 17th August are:—Congou, 21,000 chests and 13,000 half-chests at 7 to 25.5 taels, say for ordinary and broken leaf, at 7 to 12.5 taels ordinary—stock 30,000 chests. Good common to flavour at 13 to 23 taels common, to 2d, better—stock, 47,000 chests. Souchong kinds at 23.5 to 25.5 taels flavour—stock, 11,000 chests. Good and fine none. Total, 88,000 chests. Souchong, sales 2,800 chests at 18 to 38 taels for common to fine—stock, 7,100 chests. Oolong, sales 1,400 half-chests at 17 to 24 taels for fair cargo to fine—stock, 92,500 half-chests. Pekoe, sales 630 chests at 22½ to 45 taels for common to fine—stock, 1,800 chests. Scented Tea sales 5,760 boxes at 21.5 to 36 for fair to fine—stock, 2,000 boxes. Total arrivals and settlements of new season's Congou to date are:—Market teas 260,000 chests, sales 172,000 chests. Contract Teas 21,100 chests. Total 281,100 chests, against 310,300 chests last season.

AMOY.—There has been a very limited business transacted since last report. The *Mary Ross* sailed shortly after its despatch, closely followed by the British barque *John Bull*, both for New York. Since which the market has remained without animation. During the last week, however, settlements to some extent have taken place, with a view to loading the British ship *Miletus* for the States, and rather advanced rates have been paid on those ruling at the early part of the month.

CANTON.—The market for Congous has continued firm, prices having advanced at least one tael, taking quality into account. The small stock remaining is firmly held. In Scented Teas a good business has been done, fine qualities being scarce and common plentiful. The stock of Canton Greens is very heavy. The settlements of the fortnight are reported as follows:—Congou, 6 chops of Oopacks at 29 to 33½ taels, and 10 chops of Oonams at 25½ to 28½ taels. Scented Teas, 6,000 boxes Orange Pekoe at 22 to 33 taels, and 12,000 boxes Caper at 18 to 30 taels. Canton Greens, 2,000 boxes Gunpowder at 18 to 22 taels, 400 boxes Young Hyson at 26½ taels, 600 pkgs. Hyson Skin at 16 taels, and 200 ten catty boxes Hyson at 23 taels. The unsold stock upon the market is stated at 16 chops country Congou, 1 chop Souchong, 1,000 pkgs. Oolong, 600 chests Flowery Pekoe, 3,000 boxes plain Caper, beside a large quantity of common Scented teas and of Canton-made Greens.

RAW SILK.—SHANGHAI.—The past fortnight's business has been on a larger scale than the late unfavourable accounts from Europe would seem to warrant. The bulk of the transactions have, however, been in barter for imports which were otherwise unsaleable, and the prices paid for the silk show no decline on last month's rates. The few purchases for cash have, however, been at a small reduction for the lower descriptions, but best silks, both Taitlee and Taysam, have fully maintained their value. From the interior the supplies have been large, those from Ningpo are again becoming considerable, whilst from Japan the absence of arrivals has alone prevented an addition to the stock. There is an excessive stock on the market, and although the Chinese seem more desirous to make sales, yet it is singular how very firm they are in their demands. Exchange having declined, has assisted them greatly, but as there are some signs of an advance in the rate, they may shortly become more anxious to realise and accept a reduction, which will doubtless lead to a considerable business. The following is a computation of the settlements and exports, for the season commencing 1st July, with a comparison of the past two seasons, and of the unsold stock now and at the corresponding period of those seasons. Settlements, 18,130 bales for the present season, against 22,000 bales for 1860-61, and 15,930 bales for 1859-60. Exports, 12,960 bales for the present season, against 11,985 bales for 1860-61, and 9,733 bales in 1859-60. The remaining stock unsold being 18,000 to 20,000 bales now, against 3,000 to 4,000 bales same time last season, and 7,000 bales the season before. The following are the current quotations:—Taitlee, No. 1, 460 to 470 taels per picul; No. 2, 430 to 445; 3, 390 to 420; 4, 360 to 380; 5 and com., 315 to 340; Taysams, No. 1, 355 to 365; No. 2, 320 to 340; No. 3, 290 to 310; 4, 5, and com., 225 to 265; Yuenfu, 290 to 400; Haining, 290 to 360; Hongchow Taitlee, 345 to 365; Hong Taitlee (nom.), 370 to 380; Sewhings, 290 to 325; Laeyongs, 240 to 255; Throws, Old Silk (nom.), 300 to 365; New Silk (nom.), 380 to 420. This mail brings 2,625 bales raw, 63 bales thrown, and 38 bales Japan. The vessels loading for London with silk on board are, *Assyrian* 691 bales, *Bullarat* 795 bales, *Pegasus* 154 bales, *Queen of the Ocean* 112 bales.

CANTON.—The supply is scant, and the demand limited, being mostly for India. The settlements of the fortnight are reported at 60 piculs. The quotations are given as under:—Loonkong, \$390 to \$400; Kumchook re-reel, \$435 to \$440; short reel, \$390; Kowkong No. 3, \$375.

DRUGS, &c.—The following is the report of the Macao market for the fortnight. Cassia Lignea, sales 800 piculs at \$14.90 to \$15, which is lower; stock, 2,000 piculs—Cassia Buds scarce and wanted at \$40. Essential Oils: stock large and demand very dull; sales reported only 20 piculs; the quotations are, Cassia Oil \$210 to \$215, Aniseed Oil \$148 to \$150. Star Aniseed, no settlements; stock 200 piculs, quotation \$14.50. Galangal, no settlements; stock 700 piculs, quotation \$3.80 to \$3.90. At Canton, not a single transaction is reported; in fact, the trade in these articles has left the place.

CHINA—IMPORTS.

At SHANGHAI.—Deliveries are reported as—Shirtings (grey), 40,750 pieces; white, 3,600 pieces; T-cloths, 5,945 pieces; spotted and blue, 4,850 pieces. American goods—drills, 32,925 pieces; stock, 218,580 pieces. Sheetings, 1,450 pieces; no stock. Jeans, 2,660 pieces; stock, 5,140 pieces; broads, 750 pieces; chintzes, 2,500; damasks, 50 pieces; handkerchiefs, 1,100 dozen. Woollens—Spanish stripes, 175 pieces; camlets, 170 pieces; lastings, 140 pieces. Velvets, 736 pieces. Metals are in large stock, and no demand; and the same applies to Straits produce.

At FOOCHOW.—The reported sales are, 1,550 pieces, 7½ lbs. Grey shirtings at \$1.85, 500 pieces 8½ lbs.; white ditto, at \$2.70, 1,700 pieces 7 lbs.; T-cloths at \$1.63, and 2,800 pieces; lead at \$9 to \$9.20.

At AMOY the deliveries are—cotton yarn, 331 bales, stock, 81 bales; shirtings (grey), 750 pieces, stock, 12,600 pieces; white, 500 pieces, stock, 3,850 pieces; T-cloths, 4,150 pieces; no stock.

At CANTON, the sales comprise shirtings (grey), 9,000 pieces; white, 1,450 pieces; cotton yarn, 250 bales, and a large stock; coloured broads 250 pieces; damasks, 480 pieces; American drills, 2,445 pieces; T-cloths, 1,200 pieces. Woollens—Spanish stripes, 150 pieces; long ella, 250 pieces; lastings, 320 pieces. Metals, 1,000 piculs nail rod iron; 1,500 piculs of lead; 420 flasks of quicksilver; sandal wood, 2,800 piculs of Australian.

At HONG KONG.—Sales have been made of damaged goods at auction, and are reported as follows:—Cotton yarns, 450 and 250 bales; shirtings (grey), 12,000 pieces; white, 1,800 and 3,000 pieces; T-cloths, 19,000 and 7,000 pieces; American goods, about 100 bales; woollens—long ella, 500 pieces scarlet, and 1,000 pieces assorted; Spanish stripes, 300 pieces assorted; camlets, 340 pieces; lastings, 400 pieces and a few bales of damaged woollens. Metals, 200 pigs of lead; 300 piculs Malacca tin; quicksilver, 150 flasks; dull, and large stocks.

JAPAN.

KANAGAWA.—The market reports from Japan are not later than given in our last issue.

HANKOW.

There is a steady and gradual improvement in trade at this port. The native inhabitants are regaining confidence and show more desire to do business. Ningchow was free from the Rebels, and supplies of tea from that district were expected. The only quotations we have received are:—7 catty grey shirtings, 1.9.9 taels; 6½ do., 1.9.4 taels; 5½ catty T-cloths, 1.4.5 taels; American drills, 2.6.5 to 2.6.9 taels; long ella, 7.5.6 to 7.6.3 taels; brown sugar, 4.1.0 taels. These are the only quotations for cash. In barter higher prices are obtainable, say from 2 to 4 maoe more. The total settlements of tea up to the 26th ult. were 130 chops, and there were 15 chops on the market.

TIEN-TSIN.

The native traders were arriving from the interior to lay in their stocks of goods for the autumn and there had consequently been a good business done in manufactured goods, though at lower prices; stocks were diminishing, and if supplies from Shanghai and the South were not very heavy an improvement was expected before the frost sets in.

The picul is 133½ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents. and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

	Bank.	Private.
At Shanghai 6 months sight.	5s. 11½d. to 6s. 0½d.	6s. 0½d.
At Canton (per tael) 3 ditto	..	..
At Foo-Chow-Foo (per dol.) 6 ditto	..	..
At Hong Kong 6 ditto	4 5	4 5½ to 4 5½
At Macao 3 ditto	..	..
At Singapore 6 ditto	4s. 1½d. to 4 4½	4 5 to 4 5½
At Manila 6 ditto	3 11	3 11½
At Batavia 6 ditto	..	..
(guilders.)	..	..

The exchange on India at Shanghai was 294 to 295 rupees per 100 taels, and at Hong Kong 216 to 218 per \$100. Bar silver at Shanghai taels 11½ per cent. premium, and Hong Kong 10 per cent. The current quotation at Shanghai for Mexican dollars was 75 Sc., and the rate of exchange on Hong Kong was 26½ per cent. discount.

EXPORTS OF TEA AND SILK TO GREAT BRITAIN SEASON 1860-61.

	From Shanghai.	From Foo-chow.	From Canton, Macao, and Hong Kong.	Total lbs.	SILK. Total Bales.
From July 1, 1861, to Aug. 31, 1861	4,552,309	5,698,900	11,248,373	21,499,582	11,501
Comparative period last season	1,067,185	7,564,900	7,743,825	16,625,860	12,430

TO UNITED STATES.

				Piculs.
From July 1, 1861, to Aug. 31, 1861	..	..	2,066,781	74
Comparative period last season	..	..	..	188

TO THE CONTINENT.

				Bales.
From July 1, 1861, to Aug. 31, 1861	..	..	..	1,044
Comparative period last season	..	..	624,700	974

TO SAN FRANCISCO.

				Packages.
From July 1, 1861, to Aug. 31, 1861	..	..	..	12,010
Comparative period last season	..	..	..	6,124

TO AUSTRALIA.

From July 1, 1861, to	...	...	...	Total lbs.	...
Aug. 31, 1861	...	...	...	2,245,200	...
Comparative period last season	...	...	...	3,352,340	...

TO GREAT BRITAIN.

From 1843 to 1844	...	...	...	51,022,690	...
" 1845 to 1846	...	...	...	57,334,200	18,604
" 1850 to 1851	...	...	...	63,972,300	22,143
" 1853 to 1854	...	...	...	77,327,800	61,980
" 1855 to 1856	...	...	...	92,240,300	50,480
" 1857 to 1858	...	...	...	76,990,255	68,311
" 1858 to 1859	...	...	...	65,789,792	83,136
" 1859 to 1860	...	...	...	85,560,452	64,163
" 1860 to 1861	...	...	...	90,066,160	79,644

EXPORTS FROM CHINA.

Per Polmaise, from Shanghai, August 20, to London.—Tea, 889,191 lbs.; silk, 730 bales; cocoons, 35 piculs; wool, 88; silk piece goods, 1,825; shells, 374; curiosities, 25 packages.

Per Charlotte Ann, from Shanghai, August 22, to London.—Tea, 292,242 lbs.; silk, 555 bales; silk waste, 33 piculs; cocoons, 88; wool, 323; cotton, 8; hemp, 267.

Per Wynaud, from Shanghai, August 24, to London.—Tea, 535,074 lbs.; silk, 476 bales.

Per Ceres, from Foo-chow-Foo, August 26, to Melbourne.—Tea, 243,200 lbs.

Per Earl of Hardwicke, from Foo-chow-Foo, August 30, to Adelaide.—Tea, 247,800 lbs.

Per James Stephenson, from Foo-chow-Foo, August 30, to Sydney.—Tea, 445,100 lbs.

Per Nippon, from Canton, August 26, to London.—Tea, 742,300 lbs.; sundries, 186 packages.

Per Kelso, from Canton, August 30, to London.—Tea, 833,700 lbs.

Per Emeu (mail steamer), from Hong Kong, August 28, to London.—Silk, 2,476 bales. To the Continent: 216 bales.

Per Pekin (mail steamer), from Hong Kong, September 11, to London and the Continent.—Silk, about 2,800 bales.

EXPORTS FROM PENANG.

Per Gwalior, for London, Sept. 16.—Tin, 1,949 piculs; sugar, 2,707; black pepper, 722; white, 106; tapioca, 752; indiarubber, 277; rattans, 209; gutta percha, 131; gum benjamin, 50; rum, 10,847 gallons.

Per Victor, for London, Sept. 20.—Sugar, 5,991 piculs; tin, 827; black pepper, 431; rattans, 400; tapioca, 213; nutmegs, 182; mace, 45; gum benjamin, 74; putch leaf, 3; isinglass, 3; croton seeds, 2; sundries, 1 case; rum, 8,950 gallons; nutmeg oil, 144 bottles; essential oil, 168; mace paste, 60 lbs.

Per Rocket, to Boston, Sept. 19.—Rice, 735 piculs; tapioca, 145; white pepper, 25; cow hides, 317; mace, 20.

EXPORTS FROM MANILA.

Per Northern Crown to Liverpool: Hemp, 7,442 pls.; sugar, 192,851.

SHIPPING INTELLIGENCE.

ARRIVED.

At SHANGHAI.—From London: Aug. 17, Wellington, Julia; 20, Magniporb. From Liverpool: 18, Little Edith; 23, Kate Carnie. From Shields: 18, Kremlin; 23, Drusus. From Swansea: 17, Ocean Child; 29, Joseph Peabody. From Cardiff: 18, Clemens; 25, Colinsburg. From Hartlepool: 27, Carausius. From Melbourne: 23, Santiago.

At HONG KONG, MACAO, AND CANTON.—From London: Aug. 31, Lauderdale. From Liverpool: 31, Valdivia. From Southampton: 28, Haddington. From Hamburg: 29, Richard. From Glasgow: Sept. 19, str. Nankin. From Philadelphia: 30, Hankow, str. From Melbourne: Sept. 3, Flying Cloud. From San Francisco: 10, Challenge.

At MANILA.—From Liverpool: Sept. 2, Clementina.

At SINGAPORE.—From Cardiff: Sept. 13, Noordster. From New-
port: 14, Energy.

SAILED.

From SHANGHAI.—For London: Aug. 20, Polmaise; 22, Charlotte Ann; 24, Wynaud.

From Foo-chow-Foo.—For London: Sept. 4, Napoleon III.; 5, Clara Novello, City of Carlisle. For Cowes: Aug. 23, Nemesis. For Sydney: 30, John Stephenson. For Melbourne: 26, Ceres. For Adelaide: 30, Earl of Hardwicke.

From HONG KONG, MACAO, AND CANTON.—For London: Aug. 30, Kelso; 26, Nippon; 31, Oscar Vidal. For San Francisco: 30, Lucretia.

From MANILA.—For Liverpool: Aug. 27, Northern Crown.

From SINGAPORE.—For London: Sept. 6, Palmerston. For Liverpool: 5, Antilla. For Melbourne: 11, Heather Bell.

From PENANG: For London: Sept. 16, Gwalior; 20, Victor. For Boston: 19, Rocket.

LOADING.

At SHANGHAI.—For London: Assyrian, Ballarat, Mallard, Magna Bona, M. Dundas, Pegasus, Queen of the Ocean, Raleigh. For Liverpool: Wellington. For New York: Leichardt.

At Foo-chow-Foo.—For London: Britannia, Gauntlet, Romeo, Peterborough, Runnymede, Southern Cross. For Australia: Esmeralda. For Melbourne: Macao.

At AMOY.—For New York: Miletus.

At HONG KONG, MACAO, AND CANTON.—For London: Foam, Sea Snake, Tinsel, Keepsake, Shand. For Sydney and Melbourne: Formose, Pamela, Samuel Fales. For Australia: Metaris. For San Francisco: Bald Eagle, E. Cushing, N. B. Palmer.

At MANILA.—For London: T. E. Lemon. For Liverpool: Cervantes, Luisita, Rosarito. For Cadiz: Concepcion. For Cork: John Mathie.

At SINGAPORE.—For London: Electric. For Liverpool: Greyhound.

At PENANG.—For London: Abul Medjid, British Queen. For New York: Samuel Appleton.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London: Tea, £3 to £3. 10s.; silk, £4 to £5. The business of the past fortnight has been one of extreme dullness, which, it is expected, will continue until the various abuses by the Chinese authorities are done away with. In the coast trade hardly a charter has been made for some time, and the amount of unemployed tonnage is \$2,661 out of 54,036 tons in port of all nations. The principal inquiry for tonnage is to convey rice and timber from Siam and Maulmain to Hong Kong, also to England and Continent, but only one vessel has accepted. The charters reported are—Imperial to Maulmain, England, and (or) Continent, at £4. 10s. and £5; Sea Belle on coast of China at \$1,450 per month; Asia to Wanchew, \$900.

At Foo-chow-Foo.—To London: £3. 10s.

At AMOY.—Few vessels now remain in port disengaged, and amongst the charters reported are, Nancy and Java for six months each at \$850 and \$1,340 per month respectively; Therese Auguste, for three months, at \$900 per month.

At HONG KONG, MACAO, AND CANTON.—The rates to Great Britain have fully declined 10s., and to the United States nothing at all is doing. A dullness also prevails at these ports from the action of the Customs mercenaries; and vessels are daily arriving from the North, expecting to find employment. For California a fair business is doing, but American ships can be got for a very low price. The emigration to the British West Indies, it is expected, will be very large, but only British vessels are taken for this trade. The Keepsake is on the berth for London, at current rates, and Foam and Marco Polo from Foo-chow-Foo. Blohm to Channel, for orders, at £3. 12s. 6d. Prince of Wales, for the Cape, at £4. 10s. Maria Philippine, to Ningpo, at \$1,100 in full. C. L. Bevan, to Nagasaki, at \$8 per ton. Hasty, to Nagasaki and back, at \$4,100 in full.

At MANILA.—To London: Sugar, £3 to £3. 5s.; hemp, £4. There are no vessels available for freight to Europe, and the Cervantes loads hemp for Liverpool at above rate.

At SINGAPORE.—Nearly all the disengaged vessels have been taken up, and a good demand for ships of moderate size for various quarters continues. The charters are:—Xulla, from two ports in Java to a port between Havre and Hamburg, at £4. 10s., or from Padang, at £5; Alice, to Shanghai direct, for \$5.150 in full; Kangaroo, to Bangkok and back, for \$2,800 in full.

At PENANG.—To London: £3. 15s. to £4. 5s. The Greyhound is shortly expected from Singapore, to fill up for Liverpool, with a cargo of rice, ex American ship Troy.

CASUALTIES.

The Santiago, from Shanghai, arrived at Hong Kong, on the 10th Sept., having encountered a violent gale, on the 30th and 31st August, from N.E., veering to E. and S.E., in which she lost several masts and sails. At one time she was expected to be blown on shore, the water shoaling so fast.

The Cruiser, from Swatow to Shanghai, was found on the 2nd Sept., by the Santiago, with nothing standing but the foremast. She had 62 Chinese coolies on board, and was supplied with bread and hands to assist rigging jury masts. The Cruiser took 8 men (out of some 200), from a raft which had been made from a junk that foundered. Six of these were transferred to the Santiago.

The Hilda Charlotte arrived at Hong Kong on the 7th Sept., having fallen in with the typhoon, and obliged to put back from her passage to Tien-tsin. She lost her fore and top masts, and was hove over on her beam ends for two hours. She reports seeing the Sing Wat totally dismasted in the same breeze.

The Maria, from Macao to Bangkok, also put back on account of the heavy weather, totally dismasted.

The Kim-po-Sing (Siamese) was found on 31st August in the typhoon, with a crew of 47 men, which were brought into Foo-chow-Foo, by Esmeralda.

The John W. White also encountered the typhoon, and about one-third of the cargo was hove overboard, the remaining portion being put on shore, and will be sold by auction. She lost all the spars, had the decks swept, and is a complete wreck, and will most probably be condemned.

The Imperieuse, with Sir Hercules Robinson and the Admiral on board, got aground on the 1st Sept., on Cape Sagimi. The Ringdove took the Governor and Admiral on board, and the Imperieuse, by throwing her guns, shot, and coals overboard, was, with the assistance of the French transport Dordogne and some gunboats, got off again, and all her guns recovered. She is reported as not having sustained the slightest damage.

Several other ships have also been more or less damaged, amongst which are the:—Rajah of Sarawak, John Stephenson, loss of fore topmast, &c.; Star of the North, main mast and mizen topmast gone; Wilhelmina, loss of masts and sails; Georgiana, who will have to dock; Orestes, totally dismasted and leaking badly; Sirius, lost her sails; Elisa, lost three anchors; Jupiter, loss of all sails and masts.

PASSED STRAITS OF SUNDA.

From England and Continent to China: August 27, Tartar; 28, St. Louis; September 3, Cleveland. From New York: 2, Sam Russell; 7, Elmina. From China to England and Continent: August 27, Northfleet; September 6, Egmont. To New York: September 10, S. H. Snow. From Singapore to England and Continent: August 29, Burnside. From England and Continent to Singapore: 27, Xulla, Electric; 28, Richard Thornton, Wilhelmina Maria; September 2, Noordster; 3, Energy; 13, Otto. To Batavia: August 28, Weltevreden; September 2, Maria Anna; 4, Diligence. To Anger: 7, Breedenek. From Batavia to England and Continent: August 26, Sarah; 30, Staatsraad van Ewyck; 31, Omega; September 4, Roach. To New York: August 28, St. Decotah. From Manila: August 30, Wild Gazelle. From Melbourne to Anger: 27, Huzzar. To Batavia: September 3, Borneo.

Continental Intelligence.

RUSSIA.

(FROM OUR OWN CORRESPONDENT.)

St. Petersburg, Oct. 16.

It is now understood that the Emperor will not return for the present to this city, and that the Empress will pass the winter at the beautiful palace of Livadia, in the Crimea, both on account of the mild climate of that part of the Russian dominions, and on the score of economy. The saving effected by such an arrangement must indeed be very considerable, when one reflects that the number of the officials and others belonging to and dependent on the Court amounts to the enormous figure of thirty thousand. In the absence of the Court during the winter, a great number of festivities would of course not be given, and thus a great saving of expense be effected. Besides this, the higher classes of society require some respite, in order to practise a little wholesome economy after the enormous expenses to which they are subjected in keeping up their establishments and giving the festivities required of them by their position in society, and which many of the nobles sadly overdo, in a spirit of emulation, to the serious deterioration of their financial means. More than twelve thousand noble families that usually spend the winter in this capital, have now repaired to their country estates to look after their pecuniary affairs on the spot. This has already had a favourable result in sensibly lowering the price of house rent, which had risen to a fabulous height. The great national social reform of the emancipation of the serfs, which is now beginning to come into operation, makes it requisite for every one—both nobles and plebeians—to look about them and arrange their affairs for the future. It is well known that many extensive estates belonging to the aristocracy were in pawn, together with "the souls" living on them—many of them twice over. It is therefore but a natural consequence that by the Emancipation Act enormous losses will be sustained and have to be made good, thus creating a painful reaction on the manufacturing and commercial interests.

Accounts received here from Peking reach down to the 24th of August, and were brought by special courier from the Chinese capital to Tomsk, with which we are in telegraphic connection. The most important intelligence, of which you will already have heard, is the death of the Emperor of China, or Bogdo-Chan, according to his Mandschurian title, and the publication of two Imperial edicts in the *Peking Gazette*. The first of these appoints the eldest son of the deceased as heir to the throne of the Celestial Empire, and the second nominates a sort of Regency or Council—as the young Emperor is not of age—during his minority. This Council is composed of the eight following nobles:—Ssai-yuan (Izin-wan), Duan-hua (Tchen-zin-wan), Ssu-shun, Zintow, Muin, Kuan-huan, Doo-hau, and Ziao-yuin. The Emperor's brother, Prince Kung, does not figure in this list. All business is suspended in the Chinese capital for the space of twenty days, according to the custom of the country. No disturbances are reported to have taken place.

The Russian corvette *Rovik*, bearing the flag of Rear-Admiral Popow, has left Cronstadt on a voyage round the world. The command of the corvette is entrusted to Captain Lieutenant Skryplew, who has orders to await in an English port the arrival of the rest of the squadron, which is fitting out as expeditiously as possible in order to get away before the winter sets in, as we have already had some sharp night frosts. The squadron is to proceed in the first instance to the east coast of Siberia, and will be absent for three years.

According to the opinion of the *Russian Invalids* the Chinese Empire is approaching the period of its final dissolution, and its days are numbered just as much as those of Turkey. Experience of the past teaches us that the former great empires of the world fell to pieces in consequence of the march of civilisation, and their presumption in thinking they had arrived at the highest point of development of the human understanding. China stood still whilst the rest of the world was making progress, and has thus fallen behind the civilisation of Europe, but its regeneration will not be impeded by religious fanaticism, as is the case in Turkey, and it is therefore to be hoped that European manners and customs will find a fruitful soil in China.

Colonel Romanow, of the Imperial Engineers, who lately published an interesting article in the columns of one of your contemporaries on the proposed telegraph through Siberia to America, was lately at Hamburg, where he ordered some more

river steamers for the Amoor of Messrs. Godeffroy and Son, and then proceeded to Berlin to purchase telegraphic apparatus of Messrs. Siemens and Halske of that city, which will all be sent out together by Messrs. Godeffroy's vessel *Cesar and Helene*, now loading at Hamburg for Nicolayefsk on the Amoor. Colonel Romanow intended to proceed to North America to study the system of telegraphs and the latest improvements in that branch of science in the United States, as well as with a view of making some mutually favourable convention in connection with his grand proposal for establishing telegraphic communication between Europe and America, *via Asia*, but, in the present very unsatisfactory state of affairs in the United States, he has postponed his visit to a more convenient period.

Recent accounts from the Amoor state that an expedition is being organised for the purpose of proceeding next summer from Port Zinckraine to explore the Arctic Ocean, and especially with a view to re-find the land discovered by Captain (now Admiral) Wrangel, forty-five years ago, but which has never been seen since. The object of the expedition is entirely scientific.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, Oct. 23.

Of course the great topic of the day in this city centres on the King of the Netherlands' visit to the Emperor of the French and his subsequent interview with Leopold King of the Belgians. The programme of the journey, as arranged beforehand, was observed by the King with his usual punctuality and military precision. With only a small retinue, consisting of Mr. F. L. de Kock, director of the King's private cabinet; Count J. M. van Lynden, H.M.'s principal aide-de camp and head of the military department of the King's household; Younker C. H. F. du Monceau, W. C. Baron van Snouckaert, van Schauburg, and J. H. van Capelle, ordinary aide-de-camp. His Majesty left the Hague at two o'clock in the morning of Saturday, the 12th inst., and passing through Rotterdam, reached Cologne at 9 A.M., and Jeumont, the French frontier station at 2 P.M. Here he found the Imperial railway saloon carriage waiting for him, which conveyed him by special train direct to Compiegne, where he arrived at half-past five the same afternoon. The Emperor received his Royal guest at the railway station, and the meeting is described as extremely cordial and satisfactory. The Emperor was dressed in a general's uniform, with the badge and riband of the Luxemburg Order of the Crown of Oak, out of compliment to his guest, whilst the King, who also wore a military uniform, displayed over it the insignia of the Legion of Honour. From the railway station their Majesties drove in the same carriage to the Palace of Compiegne, where the Empress, accompanied by the Imperial Prince, and surrounded by the ladies and officers of the court, received the King at the foot of the magnificent double staircase. In the evening there was a grand banquet, shortly after which the King, who was somewhat fatigued with his journey, retired at a rather early hour. The next day (Sunday) the King spent very quietly. He took a long walk in the forest, and inspected with great interest and very minutely the stables, kennels, flower-garden, greenhouses and park, and at his particular wish, there was but a small party at dinner in the evening. On Monday the principal part of the day was taken up by a grand stag hunt in which the Empress took part in an Amazonian riding habit of green and gold. On Tuesday the party went to Paris, inspected several of the public buildings, dined together at the Palace of the Tuileries, and in the evening honoured the Italian Opera with their presence, where they witnessed the performance of Rossini's opera "*Il Barbiere di Sevilgia*," in which the principal characters were sustained by Mario and Signora Alboni. Wednesday was a comparatively quiet day, but Thursday was a rather fatiguing one. As early as half-past seven in the morning, three Imperial carriages, each drawn by four splendid horses, drove up to the hotel of the Netherlands Embassy in Paris—where His Majesty had passed the night—under the orders of Count Nieuwerkerke, the Director-General of the Imperial Museums, who had come to take the King to Versailles. Notwithstanding the early hour, the King had breakfasted and was ready to start on the arrival of the carriages, and they set out at a brisk trot, proceeding through the Bois de Boulogne, Neuilly, and St. Cloud. On arriving at Versailles at half-past eight, the King inspected the magnificent collection of paintings in the celebrated His-

torical Picture Gallery, which deeply interested him—as he is known to be a profound connoisseur of paintings—and he contemplated for a long time the battle-pieces representing scenes in the wars between Louis XIV. and the Dutch. At a quarter past eleven the beating of drums and the turning out of the guard announced the arrival of the Emperor, and the two sovereigns had an interview in the Long Gallery, overlooking the garden and basins. They then had luncheon, which was enlivened by the splendid band of the Artillery of the Imperial Guard. After tiffin they sauntered down through the gardens to Trianon, where a shooting party (*chasse à tir*) had been previously arranged under the immediate direction of the Prince de la Moscowa (the son of Marshal Ney). This wholesale slaughter of game, first driven into a corner and then obliged to run the gauntlet of the fowling-pieces of the whole party in succession, was carried on for three mortal hours, and it will, therefore, not surprise your readers to learn that the result was no less than 1,326 head of game killed, of which mighty holocaust the Emperor and his Royal guest each killed about 150 head,—chiefly hares. A battery of the Guard-Artillery was then manœuvred for the inspection of the King, who was so struck with their efficiency, precision of movements, and soldier-like appearance, that he complimented the colonel in command and gave fifty of the hares he had just shot to the men for their supper. It created afterwards considerable amusement to see the Artillery march off the ground with the hares dangling from their rifled guns and saddle-bows. On the return of the Royal party to Paris it had become dark, when the Emperor returned to Compiegne, taking a cordial farewell of the King, who honoured his Ambassador with his presence to dinner. The King was expected to appear again at the Opera, and all due arrangements were made for his reception, the Royal Staircase being opened, and the officials in attendance; but the public were greatly disappointed to find he did not make his appearance, the more so, when it transpired that he had gone to the Theatre du Cirque to witness the performance of a piece called the “Siege of Peking,” which, from the brilliancy of the decorations and the manner of its being got up for scenic effect, has become extremely popular, drawing full houses at every representation. On the 19th inst., the King took final leave of the Emperor and Empress at Compiegne, and in the evening arrived at Liege, where he was received by the King of the Belgians and the Royal family. On the following day the King returned to his dominions, and on the next he laid the first stone of the railway bridge at Zutphen, after which he repaired to his palace of the Loo, where he is expected to remain some time.

The *Nieuwe Dagblad*, a new journal that was launched at the Hague on the 1st inst., and amongst the proprietors of which is Mr. Rochussen, the late minister, contains a leading article on the King's journey to France, from which I translate the following extract:—“Holland is bound by no agreeable reminiscences to the Napoleon dynasty, any more than Prussia is. Without wishing to make any invidious remark, or to refer to former historical facts, we consider it our duty to state openly that our national sympathies are by no means in favour of a closer alliance with the French Empire. It was for that reason that the news of the King's journey caused a painful astonishment, and the question is universally asked—‘What is the object proposed by it?’ This question is neither improper nor disrespectful, for the House of Orange and the Netherlands are inseparably united, and whilst the journals of all Europe are busying themselves with the objects and result of the King of Prussia's visit to Compiegne, we may well be permitted to ask what the noble House of Orange has to seek there. If the King travels as a private individual, we have no right to make any remark about it; but if he goes to France in his public capacity as King of the Netherlands, and holds private conversations with the Emperor Napoleon, which sooner or later may affect the interests of this country, then the journey becomes a political act, for which the Ministers are responsible, and are bound to offer proper explanation. The question therefore is, in what capacity did the King pay a visit to France? For our own part, we are inclined to believe that it was as a private individual, not being accompanied by any of his Ministers, or other Statesmen.” After going on to prove that the King, as a constitutional monarch, has no power or right to make any political arrangements without the advice and consent of his Ministers, the article concludes with these words:—“We flatter ourselves with the

hope that the visit of the King to Napoleon III. will prove to be merely a personal act and a visit of courtesy, in which the affairs of this kingdom are not mixed up. We even go so far as to believe we are right in recognising as a wise precaution of Ministers the subsequent interview between our own King and the constitutional sovereign of Belgium, in order to escape the odium of having even listened to the ambitious plans of the Emperor of the French and his projects of aggrandisement, and for this very reason we applaud the far-sighted policy of bringing about this interview between the two constitutional monarchs, to disarm beforehand any insidious remarks and combinations that may be made on the King's visit to the Emperor of the French.”

It appears that the important question of cutting the long-talked-of navigable ship canal from this city to the sea, through the narrow strip of land that runs up to the Helder, has been settled in a manner least expected; for whilst the Government has invariably refused to admit the principle of confiding the execution of so important a work to any private individual or company—a great number of projects and proposals from such having been received from time to time, and consistently rejected—considering that a work of such magnitude and importance to the trade and navigation of this city should be undertaken by the Government, and executed at the public expense as a vast national improvement, the public were rather disagreeably surprised a few days ago at the announcement that the King has granted a “concession” to a private individual—one Mr. J. G. Jaeger, of this city—for the construction of the canal, under very favourable conditions, and that His Majesty signed the document previous to his departure for the visit to France. The particulars are not yet fully known, but it has transpired that the Government grants the concessionaire an unconditional guarantee of $4\frac{1}{2}$ per cent. interest on eighteen millions of florins—amounting to 810,000 florins annually—during the progress of the works, and till the completion of the canal. On the whole, however, it cannot be denied that the intelligence has made a favourable impression here, though it is to be expected that the people of Rotterdam will make a great cry out, and perhaps even enter a formal protest against it; as there is now every chance of this great national improvement being speedily executed, and a short and direct cut made to the sea at its nearest part, thus saving a distance of nearly a hundred miles, to say nothing of the danger and expense of the navigation hitherto, in having to make so great a circuit to approach this city for all vessels coming from the westward, including the homeward-bound East Indiamen.

Owing to a long prevalence of rough weather off this coast, the diving operations for the recovery of the treasure and guns of the frigate *Lutine*, wrecked on the island of Terschelling nearly a hundred years ago, and which is being performed by a company formed for that purpose, have been interrupted from the 24th of June last to within the present week, when they were recommenced with considerable success. The workmen are furnished with Mr. Heincke's diving apparatus, and are thus enabled to remain under water for three or four hours at a stretch. They have ascertained not only that no further increase of sand has taken place from the late gales; but that on the contrary several parts of the wreck are now exposed, which were previously concealed by the accumulation of sand. Three large pieces of rusty iron were secured and drawn up by the tackle, as well as some metal guns, a heavy foot-block and a Spanish hammock, as well as a few silver coins. The diving apparatus in use fully answers the expectations entertained of its practical utility. The operations were carried on for several days successively, when it again came on to blow, and the diving-vessel was unable to remain longer at work on that exposed coast and has returned to the port of Terschelling, where it will remain till the weather again moderates.

I regret to state that the potatoe disease extends its ravages more and more, so that in many districts the crop this year is a complete failure, and the price of this useful vegetable has sensibly risen, to the great alarm and discomfiture of the poorer classes of the inhabitants. Already large quantities have been sent to this country from Germany, both by railway and water conveyance, and further supplies will no doubt arrive before the winter sets in. It is a singular fact that the only description of potatoe not affected by this disease is a new sort called *Zeeuw Jannen*, grown from roots imported from America about two years ago. They remain in a perfectly healthy condition, even in the same ground with

potatoes attacked by the blight, and are consequently in great request both for consumption and planting out.

The Netherlands Trading Company has chartered the following nine vessels to load cargoes of colonial produce in Netherlands India for the undermentioned ports:—

Amsterdam—Cornelia, Capt. J. H. Wit.
 " Mathilde, Capt. F. H. Grooten.
 " Ortelius, Capt. J. H. Feckes.
 " India Packet, Capt. G. Diepering.
 Rotterdam—Cornelie Anthonie, Capt. R. J. Reyniers.
 " Jannetje, Capt. D. Blockziel.
 " Johannis Ludowyk, Capt. A. H. de Waal.
 Middelburg—Marinus Willem, Capt. P. van Duyn.
 " Zeepaard, Capt. T. Tjebbes.

As recompense for good services performed in the expedition to the South and North Coast of Ceram from September to December, 1860, the King has conferred the Knighthood of the Order of the Netherlands Lion on Capt. C. V. Zwaanshals, R.N., and the Fourth Class of the Military Order of Willem on G. N. Bout and H. Tissot van Palot, both First Lieutenants of Infantry, and a sword of honour, with the inscription, "Royal acknowledgment of unimpeached bravery;" to Colonel D. L. de Brabant, of the E.I. Infantry. It is further ordered that honourable mention be made in order of the day to all regiments at home and abroad of the following:—First Lieutenants R.N., Messrs. A. Drouckers and H. A. Rappard; Messrs. J. A. Greve, K. O. van de Veen, and N. A. de Vries, Second Lieutenants, R.N.; Major K. G. Fritze, of the Infantry; Capt. A. S. Hageman, Royal Engineers; J. P. van Eysden, First Lieutenant of Infantry; J. P. de Broes, second Lieutenant of Infantry; and a number of non-commissioned officers and privates.

The King has been pleased to confer the following distinctions on the undernamed gentlemen in Netherlands India:—C. F. Goldman, Governor of Molucca, to be Commander of the Order of the Crown of Oak; W. A. Duvelaar van Kampen, Assistant-Resident of Saparoea and Harockoe, and A. P. van Leeuwen, Assistant-Resident of Hila and Laricke, to be Officers of the same Order; and, finally, Mr. T. H. der Kindere, member of the Supreme Court of Justice in Netherlands India, to be Knight of the Order of the Netherlands Lion.

By Royal decree of the 13th of October (No. 76) the corvette *Prince Maurice of the Netherlands* is ordered to be commissioned on the 1st of November at Vliessingen for general service, and the steamer, *De Linde*, at Helvoetsluis, on the same day, for the East India station. Captain-Lieut. H. Kemper is appointed to the command of the former, and First-class Lieut. P. M. van der Haak to that of the latter vessel. Twenty-seven naval cadets are ordered to join the *Prince Maurice* for practical instruction during her first cruise.

The frigate *De Ruyter*, which has been lengthened and converted from a sailing ship into a powerful steamer, was relaunched last week with complete success at the Royal Dockyard at Helvoetsluis, in presence of a large assembly of spectators.

On the 14th inst. the examinations of non-commissioned officers for commissions in the E.I. army commenced at the Hague under the presidency of Major-General Hardenberg. Eight non-commissioned officers of the 2nd Regiment of Infantry passed their examination, and will shortly be posted to different corps in India.

H.N.M. steamer *Bromo*, Captain-Lieutenant Brutel de la Rivière, which sailed on the 1st inst. for the East India station, was spoken on the 10th October in 50 deg. 20 min. north lat., and 1 deg. 53 min. west long., by the Dutch ship *Alcyone*, Captain Haake, arrived at the Texel from Batavia. All well on board.

The Dutch steam-corvette *Princess Amelia*, Captain-Lieutenant A. J. Kroef, which sailed for this country from Batavia on the 15th of August last, has not yet arrived, but as she will probably make a large part of her voyage under canvas no fears are entertained for her safety, and she can hardly yet be considered as overdue.

PASSENGERS SAILED.

Per *Australie*, Capt. Jochems, from Amsterdam, to Batavia: Mr. and Mrs. C. Boxmeyer and two children, Mr. and Mrs. J. H. Boxmeyer and four children, Mr. W. H. van Halften, Mrs. C. Walter, born Blomlet, Miss A. Sangster and Miss M. E. Fynje, Miss E. and C. Antin; two Javanese native servants.

Per *Telanak*, Capt. Popken, from Amsterdam, to Batavia: Messrs. W. F. Brandon, F. W., J. F., and K. D. Michel.

Per *Nederland*, Capt. Gaaf, from Amsterdam, to Batavia: Mr. and Mrs. Verwoert and two daughters, Mrs. Naula and daughter, Mrs. E. Dorrepaal-Coenen: one Javan native servant.

Per *Landbouw*, Capt. Kleinenberg, from Brouwershaven, to Batavia: Mr. and Mrs. Kroon, two children, and two servants; Mr. and Mrs. Brevet, Mrs. and Miss Greiche, Mr. and Mrs. Jacobson, Messrs. Bad-digh, Groeneveld, Nonni, J. Prins, J. Op de Laei, Gribling, de Mey Mellenie, Nichaut, Gobins, de Bruin, van Loenen, van Ginkel, Welfer, Sablaïrolles, Beyerinck, van Ham, van Eyk, Zemsch, Schoel Meyer, Weers, de Koch, van Rhyn, J. G. Koker, and Mrs. Bauer.

Per *Louise*, Capt. Buys, from Nieuwe Deep, to Batavia: Mr. and Mrs. Kuylenburg, the ladies A. S. and C. M. Dammers, Messrs. Schamper, Baninier, and Henning, Second Lieutenants of E. I. Army: de Grys, de Wilde, van den Berg, J. G. Spanjaard, Stoets, and Schaefer.

Per *Henriette Gertruda*, Capt. de Boer, from Nieuwe Deep, to Sourabaya: Mr. and Mrs. Eisinger, Quartermaster de Han.

Per *Cornelia Hendrika*, Capt. van Stralen, from Nieuwe Deep, to Hong Kong: Mr. A. Pagedas.

PASSENGERS ARRIVED.

Per *Burgemeester van Reenen*, Capt. van de Maer van Kuffeler, at Rotterdam, from Singapore: Mr. Bayard.

Per *Jason*, Capt. Lammerts van Bueren, at Brouwershaven, from Padang: Mr. A. Gevers, Miss Home and a child, a Java servant, and twelve naval and military invalids.

Per *Alcyone*, Capt. Haacke, at the Texel, from Batavia: Mr. and Mrs. S. Eerdmans, three children, and Javanese native attendants; Messrs. J. Baart de la Faille, J. Jacob, and C. Olie, Miss Vader.

Per *Johanna Maria*, Capt. Wilhelmie, at Brouwershaven, from Batavia: Mr. J. H. Querin, jun.

Per *Adriana Petronella*, Capt. Annockes, at Brouwershaven, from Batavia: Mrs. Tjarda van Starckenborg and child.

Per *Christina Helena*, Capt. Tjebbes, at Nieuwe Deep, from Batavia: Lieut. W. M. Visser, R.N., and Mr. C. Schaalje, medical officer.

COMMERCIAL.

COFFEE continues in favour, and is a trifle higher than last post. The large deliveries of the fortnight go to prove that the demand is not of a speculative nature, but actually wanted for consumption as the dealers, in hopes of a fall at the last sale, had let their stocks nearly run out, and find themselves now obliged to renew them at the best price they can make. Good ordinary Java of clean taste is not to be had under 44 cents, which is 1½c. above sale prices. A cargo of 10,800 bags of Padang is arrived at Rotterdam, but not yet in the market.

RAW SUGAR is looking up. There is a brisk demand for exportation, but hitherto the purchasers would not submit to pay more than previous rates. However, if the demand continues, stocks will be sensibly reduced, and importers will then insist on higher rates. At Rotterdam holders are more firm in their demands, which has caused the transactions there to be more limited than here. In the refined market ready goods are in request, but little is to be had, and even then an increase on former rates is demanded. A parcel of W and Z crashed has been sold here deliverable in January. Candy is getting scarce, and parcels offered for sale are rapidly taken for exportation to Northern ports before the close of their navigation. The imports and stocks of raw sugar in Holland are both considerably larger than at this time last year, the former being 103,250,000 kilogr. on the 30th Sept., against 86,500,000 kilogr. in 1860, and the latter being 18,125,000 kilogr. against only 6,250,000 kilogr. last year.

RICE commands an easy sale and the transactions have been large, although prices cannot be quoted higher than last mail. There are still some large orders in the market for exportation, and with the failure of the potatoe crop staring us in the face, holders are likely to further increase prices. Two cargoes of 18,000 bags Rangoon were placed at 7½fl. floating, to be sent on to their port of destination.

IN SPICES but little to report. A parcel of 1,302 bags brown pepper fetched at auction 21 to 22 cents; black pepper is offered at 23c.; Am-boyna cloves, No. 2, is worth 21½ to 22c.

Stocks unsold in the Company's warehouses on the 30th of September:—

	1858.	1859.	1860.	1861.
Nutmegs, casks ...	333	269	240	318
Mace, do. ...	180	—	80	105
Cloves, do. ...	—	350	—	—
Cinnamon, bales ...	750	720	364	—

TOBACCO in lively demand, and prices looking up. Java commands more attention, owing to the small stocks of American, and the difficulty of getting fresh supplies. A public sale went off as follows:—1,287 packages VDS, average 51½c.; 287 bales BB, average 58½c.; 1,539 bales B.C.L., average 90½c.; 49 bales GV KK, average 47c.; 186 bales, average 28c.; and 603 bales SBS, average 72c. All sold, and prices decidedly in favour of the sellers.

INDIGO continues in favour. 185 chests of Java out of the late sales changed hands for exportation at 25 cents above the prices paid in the auction, and holders are not disposed to sell under 40 cents advance.

COCHINEAL in more request, as the sale prices were not so high in proportion as those of indigo.

TIN quiet. Some sales of Banca realised 70 and 70½d.

TEA.—At the sales held here and Rotterdam the whole quantity (15,086 quarter chests, 15 eighths, and 1,094 twelfths at Amsterdam, and 10,110 quarters, and 749 twelfths at Rotterdam) found purchasers at improved rates. Since then a good many parcels have changed hands for exportation at a slight advance, and the market closes in a very firm and healthy condition.

RATTANS.—Some large transactions are reported at very firm prices. One importer sold 13,000 bundles; another, 6,463 bundles and 556 piculs.

CAMPOR calm.

JAPAN WAX.—Prices firm, but business limited.

A VISIT TO THE GREAT WALL OF CHINA.

The following interesting letter has been received at Berlin from an officer of the Prussian Expedition to the East, dated:—

His Prussian Majesty's ship *Arcona*, Harbour of Tchee-foo,
24th July, 1861.

On my return from an excursion to the metropolis of the Celestial Empire, I found the *Arcona* had left the poetical slimy coast of the mouth of the Peiho, and had gone on to Tchee-foo, with a view to taking in provisions as it affords a more easy communication with the shore, though it is but a small place, situated near Cape Shantung, so that I was obliged to follow her in an English steamer going to Shanghai, and found her after a two days' voyage, though not in the harbour, but behind a little island, at some distance off, where she was floating at anchor in company with our consort the *Elbe*, which had in the meantime arrived from Nagasaki. This place will probably become by-and-bye one of some importance, as it is the nearest good port to the mouth of the Peiho, but it now contains nothing remarkable, excepting perhaps its milk-white, soft stone, which is easily cut, and worked by the natives into bottles, caskets, candlesticks, and other articles—even flutes. The harbour is not often visited.

The roadstead is not so deserted as when we were here last time, for now we found more than thirty vessels, fourteen of which were under the Hamburg and Bremen flags, but as they drew considerably less water they were enabled to anchor at least five miles closer to the land than we could. Nevertheless we received frequent visits from the captains; and the old complaint of the unfortunate absence of unanimity in Germany formed a large share of our conversation.

In order not to give the Chinese further cause of offence, the ships were ordered to leave the Peiho, and on the 15th of July we proceeded to sea, but the next day altered our course; the *Elbe* was signalled to keep in our wake, and our captain informed us he was going to inspect the Great Wall of China, which comes down to the sea at no great distance from where we then were. Our astonishment and curiosity were only equalled by our joy at having an opportunity of seeing one of those wonders of the world of which our school books contain such wonderful descriptions. The next morning it came into sight. It begins close to the sea, with a ruinous fort on a gentle eminence, looking like one of our own German ruined castles, only the illusion was spoiled by the inevitable concave roof on a square tower which proclaimed its barbarous origin. From this point the Great Wall, with its numerous irregular towers and abutments, takes a northerly direction through a verdant and well cultivated plain. About ten miles from the sea rises a chain of mountains, over which the Wall is carried in zig-zags of different angles, till it disappears from view on the distant horizon. With the exception of what appeared to be two picturesque farm-houses near the ruined fort, there was no sign of human life or habitation; all solemn, silent, neglected, but grand. We had some difficulty in landing as a heavy surf was breaking on the beach, but as there was fortunately no wind stirring, we got ashore in safety, with only a little wetting. A little group of Chinese were assembled to witness our landing, and received us with their natural affability. Their whole demeanour showed us plainly they had seldom, perhaps never, seen Europeans before. We followed them to the above-mentioned farm-houses, which turned out to be nothing more than a guard-house for the Tartar cavalry picket stationed here to watch the frontier and give the alarm in case of an unexpected attack. The soldiers, of whom there were about twenty, received us as civilly as the peasants had done. They were tall, powerful, sunburnt men, with faces of a decidedly Tartar type, and all wore coats and trousers of white linen, the peculiar boots of the Tartar cavalry, and low crowned straw hats with an ornament of red horsehair in a tuft hanging down. Their arms appeared to consist solely of a lance, and even that they do not carry about with them in a time of profound peace like the present. In the courtyard, however, stood their horses ready saddled and bridled, and in a very short time we saw two of the men mount and ride off in different directions probably to announce the fact of our landing to the authorities under whom they are placed. In a shady spot in an inner court the officers of the detachment were sitting calmly smoking their pipes. Their dress was similar to that of their men, and the only distinguishing signs of rank were the blue, white, and transparent glass balls they wore, and which marked them as Mandarins of the third, fourth, and fifth classes. They courteously invited us to be seated, and regaled us with tea and fruit. Our conversation was of course but very imperfect; still we managed to make ourselves pretty well understood. The Mandarins told us that European vessels come there but very seldom; but that they had seen Europeans at Tien-tsin and Taku. Perhaps they had even become personally acquainted with them in a disagreeable manner during the late war. Two of them had European watches in their girdle, and showed them to us with evident signs of pride and satisfaction. They were handsome silver anchor watches with second hands; but on examination of the works I could discover no name or place of residence of the maker. The Mandarins told us they are accustomed to buy those sort of things of the Russians.

After enjoying the friendship and hospitality of these men we took our leave of them and proceeded to the Great Wall, which was not more than a hundred paces distant. We entered the deserted courts of the ruined fort by a vaulted gateway, and then mounted the wall itself by a staircase in a good state of preservation. This Great Wall is now nothing more than a gigantic ruin; but even as such it strikes the beholder with astonishment and wonder. Its height differs materially in several places as it is carried alike over hill and plain, and varies from twenty to forty feet. I should think from what I saw that thirty-five feet was about the average height from the ground. The width of the wall in places where it was not in ruins I ascertained to be twenty feet, which would thus allow ten men to ride abreast of each other. But it must not be supposed that the whole of the wall is composed of solid masonry, as the latter is not more than five feet thick. The stonework on the southern or inner side appears to have been carried away to furnish building materials for the houses of the neighbouring towns and villages. The outer part of the wall rises about six

feet above the terrace forming a parapet, through the openings of which the eye ranges over the verdant plain of Mandchuria. By far the greatest ornament of this imposing structure is the great number of square towers placed at intervals of two hundred yards, and jutting out from the line of wall, evidently built for the purpose of raking the space between them. The foundations of the wall consist everywhere of eight rows of massive granite slabs, while the super-structure is built of beautiful black bricks of great hardness. We wandered on the top of this surprising structure for four or five miles, and only saw one solitary native tending a herd of cattle at the foot of the wall. And so it goes on for fifteen hundred miles without intermission. What a gigantic conception to build such a wall of defence, and what immense labour and expense must the execution of it have cost! I may here add that this wonderful work is still in a condition to render it a formidable line of defence, even according to our modern knowledge of warfare. And who knows but what it may some day be turned into a railway, and thus be used for connecting distant places, as it was constructed for the very opposite purpose, viz., that of separating two kingdoms from each other.

We remained at anchor off the eastern end of the Great Wall of China for four days. In most European maps there is a town indicated at this spot, though the names differ. We could, however, discover no trace of its existence, but the name of the Tartar station is Nang-hae. Some of our party planned an excursion to the ridge of mountains inland before mentioned, and about seven or eight miles from the coast discovered a small town, but our friends the Mandarins who accompanied us would not allow us to enter it, giving us to understand that if we did so, they would be dismissed and severely punished. When we arrived at the foot of the mountains we abandoned the idea of climbing them on account of the great heat of the weather. The country we found, like every other part of China, admirably cultivated, chiefly with maize and the Ricinus plant, the oil from which latter is used in the native lamps. The plains of Mandchuria appeared to be neither so highly cultivated nor so densely populated as the country on the Chinese side of the Great Wall.

On our return from this excursion we weighed anchor and proceeded to this place, where we await the arrival of the next mail from Europe.

Literature.

The prospect for all book-lovers during the coming winter season is encouraging. Many works of great value and of general interest are promised in almost every department of literature. In our own field we have Mr. Swinhoe's "Narrative of the North China Campaign" (Smith, Elder and Co.), a review of which will appear in our next number; Mr. Hodgson's "Residence at Nagasaki" (Bentley), and the "Narrative of the China War, 1860," by Lieut.-Colonel Wolsley, published by Messrs. Longman. Mr. Kinglake's "History of the Invasion of the Crimea," so long looked for, is on the eve of publication; Lord Stanhope concludes his "Life of Pitt." "A Life of the Rev. Edward Irving,"—the most eloquent of preachers, the most singular of men,—has been written by Mrs. Oliphant, and the "Private Diary of Richard, Duke of Buckingham and Chandos," promises to open up a new and strange chapter in the story of a melancholy life. Mr. Henry Chorley, whose friendship with Mrs. Hemans has made his name familiar, has written "Twenty-five Years' Musical Recollections." Mr. Charles Reade, who has more genius than taste, and whose literary pugnacity has been more than once curiously exemplified, has published a novel in four volumes, entitled "The Cloister and the Hearth," a book, so say the reviewers, "full of brilliant wit, of acute analysis of human emotion, of romantic narrative, and of veracious historical painting." We must confess, however, that although we have read "Sir Charles Grandison" and "Clarissa Harlowe"—which are about the longest, if not the best novels in the language—without feeling any weariness, Mr. Reade's work has deterred us by its magnitude. A new novel, in four volumes, is too much for any man in this busy age. We are glad to state that a new edition of Mrs. Barrett Browning's works is announced, and, better still, we are informed that the poems left by her in manuscript will be published at Christmas. By the way, in the present number of the *Edinburgh Review* there is an able, but not especially appreciative, article on Mrs. Browning. The writer has a keen eye for her defects, while he scarcely seems sufficiently alive to the splendour of her genius. He observes, however, very justly, that it is remarkable "that a mind trained as hers had been in the love of Greek literature should have been utterly devoid of the chaste, correct, and finished beauty of Greek art." In the same number of the *Edinburgh* is an extremely able article on Macaulay's fifth volume of the "History of England." The *Quarterly Review*, just published, is an admirable number of a periodical which, in spite of so many younger rivals, still holds its ancient fame. Nothing can be more appreciative or discriminating than the review of "Shelley's Life and Character," or more interesting to students and readers of poetry than the article on the "Growth of English Poetry."

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for the publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

Post-office orders should be made payable at the Lombard-street Office, to MORTIMER WRIGHT.

The London & China Telegraph.

LONDON, MONDAY, OCTOBER 28, 1861.

THE NEW RED SEA TELEGRAPH COMPANY.

We mentioned in our last number the proposal of Sir MACDONALD STEPHENSON to form a new Company for the restoration of the Red Sea cable, and we showed that his plan was in every respect worthy of the support of the public. We have now to announce that a Company has been formed, called the "Telegraph to India Company (Limited)," under the auspices of this gentleman and several other well-known persons, whose names will be found in the prospectus in our advertising columns. The services of Sir CHARLES BRIGHT and Mr. LATIMER CLARK have been engaged to fill the important office of Engineers. The Secretary of the old Company has also been engaged, and this implies a unity of action on the part of the old and new Companies which, we understand, will be fully carried out.

It appears that the Government have proposed to the old Company to convert the amount of their capital—£800,000—upon which they now pay a guaranteed interest of $4\frac{1}{2}$ per cent., into an annuity, payable at the Bank of England, similar to other Government annuities; and a meeting will be held, on the 5th proximo, to procure the vote of the shareholders to enable the directors to accept this proposition. The matter having been already discussed, the meeting may be considered a matter of form only. On the settlement of this question, the new Company will commence operations on terms which may be considered highly favourable; and should they succeed in effecting the necessary repairs within the amount of their capital of £100,000, the Company will prove a most successful one, as the shareholders will possess property which cost originally £800,000. The following is an outline of the terms which the new Company have obtained the promise of from Government:—

"The Government agree to transfer the concessions, line, stations, and property of the old Company to the new Company free of charge, the new Company to endeavour to repair the line and work it when completed, beginning with the portion between Aden and Kurrachee.

"Possession is to be given so soon as two-thirds of the capital is subscribed and one-third paid up, a suitable vessel being despatched with not less than 200 miles of new cable on board.

"The new Company to be entitled to a clear dividend, out of the profits to 25 per cent. per annum on the money paid up, and the Government to have the power to repurchase the line on repaying the capital expended at the expiration of thirty years. Surplus profits are to be applied to reimburse the Government for the interest they have paid, and will have to pay annually upon the original capital expended, after which further profits which may accrue will be applied to the creation of a reserve fund.

"If the Company shall fail to restore or maintain the line in working order the Government are to possess the power of taking it into their hands again on repaying the capital actually expended by the new Company. Should the Government not exercise this right the Company are to be at liberty to dispose of the property to reimburse their outlay, the balance, after defraying actual expenditure, to be handed over to the Government."

COMMERCE WITH WESTERN CHINA.

We pointed out in our last number the impossibility of carrying on trade with Western China, by the route 'through Northern Burmah and the Himalaya passes,' and we observed, that even if such an undertaking were practicable, the KING of BURMAH was scarcely likely to be propitiated to it by such an envoy from the Government of Calcutta as Dr. C. WILLIAMS. The truth is, that our Government is too well informed to expect any valuable commercial result from this mission; and, indeed, the only objects that can possibly be accomplished by it are of a political nature, unless, indeed, we except the geographical information which a sensible traveller will be certain to acquire. We intended to have proved, by a variety of carefully collected facts, in addition to those we have already brought forward, the geographical impossibility of opening up any trade with Western China, except by the direct and obvious route from Rangoon across Eastern Pegu; but we have received a letter from Captain SPRYE on the subject, so pertinent and suggestive, that we are glad to leave the topic in the hands of a gentleman who has devoted to it years of patient investigation. Captain SPRYE, as well as his son, are probably more familiar with the geographical details and commercial possibilities of 'Asia beyond the Ganges' than any men living. The letter which we now give *in extenso* does not, it will be perceived, exhaust the subject to which the Captain has requested permission to return on a future occasion.

(To the Editor of the *London and China Telegraph*.)

SIR,—In your paper of the 10th inst., you reprint, in a leader on 'Commerce with China across Burmah,' an article from the *Calcutta Englishman*, announcing the departure from Rangoon, in August, of Dr. Williams, of the 68th Regt., 'on a political mission to the King of Burmah, to negotiate for permission of way through Northern Burmah and the Himalaya passes, into the Chinese province of Yunnan.'

In your observations on that article, you showed that, with the exception of the portion of Asia occupied by Englishmen, the geography of that continent is imperfectly known to our countrymen there located; and as greater ignorance seems to prevail in this country, even among those who, from official position, if not education, should be better informed, I propose, with your sanction, to offer to your readers a few observations—the result of a long study of the subject—proving the impracticability of our commercially approaching Western China, from India, by any of 'the passes' of the extended Himalaya ranges, 'through Northern Burmah,' or by any other route than across the eastern part of our province of Pegu, and through the two Shan cities of Kiang-Tung and Kiang-Hung: the last of which cities, within 300 miles of our north-east Pegu frontier, stands on the Mei-kong (Kamboja) river, at a point where it is never less than 540 feet wide and 16 feet deep, though distant from the sea, as the crow flies, full 840 miles.

The Secretary of State for India, on announcing to the House of Commons, towards the close of the Session, the termination of our little contest with the petty Himalayan Rajah of Sikhim, eulogised the treaty the Rajah had been brought to enter into, as opening a road across his country for commerce between India and China; and so ignorant of Asiatic geography generally are the great body of England's representatives, that Sir Charles Wood's statement was received by them most approvingly as one of great promise for our commerce. My son, therefore, addressed a letter on the subject to the City Editor of *The Times*, which had place in the Money Article of that journal of the 6th of August. It was copied into other papers, the *London and China Telegraph* of the 15th of that month included. His intention was to have followed it with a succeeding communication, treating of other routes across the Himalaya ranges than the one he then wrote of; but absence from town having prevented him, your article above referred to leads me to undertake the task.

Since the Treaty of Peking, three missions, from very different distant points, have been patronised by our Home and Indian Governments, nominally for the object of promoting trade with Western China from our North Indian possessions. The one which went up the Yang-tse river to make its exploring way to Thibet, your late intelligence from China announces to have proved a failure. The one started from Simla, to proceed west through Thibet, to meet the mission from China at L'hasa, will, I predict, equally fail. While the third—Dr. Williams's—'through Burmah and the Himalaya Passes,' is geographically unintelligible. As in the nominally 'commercial' missions of Moorcroft, Stoddart, Conolly, and Burns—the three last of whom fell such sad sacrifices, in young life, to the political objects of their travels—the present exploring missions to which I have referred in connection with Western China have been sanctioned and started, we may be assured, not for commercial objects, but for political and military information, in case the events of that part of Central Asia should require the active display of our power north of the Himalayas, as in Afghanistan and the Crimea, to check the advance of Russia.

Both the Home and Indian Governments have at their command much more evidence than my son quoted in his letter to *The Times*, to prove that 'commerce' with any part of China proper is impracticable from any point of the entire North of India. At the same time we must suppose them to be somewhat informed of the present political proceedings of Russia throughout Central Asia, since these were not only discovered by the travels of our unfortunate countrymen in the north-west of India, as well as by Mr. Atkinson's researches further eastward, and by Count Ignatieff's superior treaty of Peking, but also by the now well-known proceedings of Russia's able envoys and agents at Khiva and Bokhara, at Ak-su, Kashgar, Yarkand, and Khotan; nay, even

at Leh and L'hasa. In concluding his official report of his mission to the Rajah of Bhootan, so long back as 1837, Pemberton wrote:—'That it is most desirable, on political grounds, to endeavour to ascertain the nature of the foreign relations of the L'hasa authorities, admits not of doubt. The information obtained during my residence in Bhootan would lead to the belief that the agents of Russia have found their way to that celebrated capital of Central Asia. With what views they have been sent may be safely inferred from the proceedings of that power in a still more conspicuous field further west. . . . The widely extended diplomatic influence of Russia may be moving in L'hasa the wires which agitate Nepal. As soon as my mission was known of, commissioners were sent from the Court of Katmandoo to L'hasa, to arrest its progress to the latter country; and the most decided and unqualified refusal was given by the Bhootan Government to my opening any communication with the authorities at L'hasa.'

And now that Russia, by her masterly acquisition from China of the valleys of the Amoor and Oussouri rivers, with the Pacific seaboard down to a commanding central position between Peking and Yedo, has outflanked China on the north-east, as by her onward progress at Kashgar, Ili, Tarbagati, &c., she has outflanked her Thibet and Tartar dependencies on the west, it has become the duty of our Government to gain a geographical knowledge of Thibet from west to east, and, if possible, to establish political relations not only with the authorities at L'hasa but also with their subordinates in all the out-provinces of Thibet: and this must assuredly be the real object of the present missions in that direction.

Every Oriental trader is aware that, from the earliest time a considerable traffic has been carried on between the plains of Hindostan and elevated Thibet by native traders, content, for small gains, laboriously and patiently to traverse the Himalayas by their different passes along the entire range. But to suppose that missions up the Yang-tse and from Simla to L'hasa and into Northern-Burmah, however desirable in a political and military point of view, will turn that native traffic with Thibet into a British-Indian commerce with China, or that the authorities who originated those missions have in view the creation of such a commerce, is idle in the extreme.

The ancient native traffic continues almost unchanged to our day; even from Iskardo in Balti, on the Upper Indus, on the west; to the mountain road on the east, running direct north from Gowatty on the Brahmapootra, to L'hasa, by Benkar on the Nurnjung and Sudungna on the Tsanpo. And as such a land traffic between Hindostan and Thibet cannot be destroyed by the discovery of a sea route between them as the ancient overland trade between Eastern Europe and India was destroyed by the finding of the route round the Cape of Good Hope, there can be no doubt that a sincerely pacific and friendly policy on the part of our Government towards the authorities and people of Thibet and of the intermediate Himalayan States, and towards their many wild mountain neighbour tribes, with a skilful improvement of the different lines of land and water carriage through our own territory up to eligible points of our frontier along the southern base of the ranges will, progressively, greatly increase that land traffic, under native conduct, with both Little and Great Thibet. But however pacific and commercial the policy of the Indian Government may now wisely become, however much the transit of goods may be facilitated throughout India by the improvement of the old roads and construction of new ones, and however greatly the traffic I have described as existing across the Himalayas may increase, the length of the route and the lines of wild lofty mountains throughout it must ever prevent its becoming a 'gold and silver road,' between India and China. And to satisfy your readers of this, I will in a future letter, with your permission, briefly describe the Himalayas from west to east, and portions of the Thibetan 'howling wilderness,' lying in the routes north of them and of Burmah.—I remain, Sir, your obedient servant,

RICHARD SPRYE.

THE DUTCH TROOPS FOR BATAVIA.

Her Majesty's screw gunboat *Thrasher*, attached to the first-class steam reserve in the Medway, arrived at Chatham on the 26th instant, having on board the officers and Dutch troops from the Dutch transport *Constance*, which recently came into collision with a British ship off the Longships, the *Constance* being at the time bound for Batavia, with troops, as noticed in our last number. The *Constance* received such serious injuries in the collision that she was taken into Sheerness Dockyard to be repaired, the troops being transferred to the *Leonidas*, 42, which has been given up for their accommodation by the Admiralty during the time the *Constance* is under repair. The Dutch troops, to the number of about 150 men of all ranks, consisting of cavalry and light infantry, were, in charge of their colonel and several officers, permission having been freely accorded them by Vice-Admiral Johnstone, Commander-in-Chief up the Nore, taken to Chatham in one of Her Majesty's steam vessels, which was placed at the disposal of the officer commanding for that purpose.

MR. G. S. MORRISON, OUR SENIOR CONSUL IN JAPAN.

A portrait of this gentleman (of Shanghai Bund notoriety), appears in today's *Illustrated News*, with some remarks, and our readers will be amused at the imposition practised on that journal. We took exception at the time to his, and other juvenile appointments to Consular seats by a leap over the Vice-Consuls' chair with which they would have been fully rewarded until a few years had added that discretion and experience so indispensable to the holder of a Consularship, but we are at least glad to know that Government did not commit so gross an outrage on common sense, and incur so grave a responsibility as to nominate Mr. Morrison "Senior Consul in Japan," and eligible to relieve our Minister. The following is an extract from the notice alluded to:—

"At the commencement of our intercourse with a jealous, sensitive, and ignorant people like the Japanese, it was of some importance to the public interests that those to whom the conduct of affairs was in any degree intrusted should be men of experience and discretion. It was, therefore, complimentary to Mr. Morrison that, in anticipation of the rights we had acquired by the Treaty of 1858, he should have been offered the post of senior Consul in Japan, and to act as Chargé d'Affaires in the event of the death or absence of the Minister. This offer he accepted,

though he had been only ten months in England and his health was far from re-established. He proceeded at once to his post, with the intention, as soon as affairs should have become tolerably settled and in good train, to return to England and complete his unexpired term of sick leave."

Naval and Military.

The Russian Imperial corvette *Novik*, bearing the flag of Rear-Admiral Popoff, arrived at the Motherbank on the 16th inst., from Cronstadt, on her way to the Amoor and Pacific.

The *Chesapeake*, 51, screw steam-frigate, Captain Rochfort Maguire, was paid off at Sheerness on the 17th inst. The crew have been granted eight weeks' leave of absence. The following petty officers were awarded the silver medals and gratuities of the Admiralty for long service and good conduct:—Thomas Riggs, quartermaster; Thomas Dukes, captain of the fore-castle; and Edward Hickman, chief gunner's mate. The *Chesapeake* is to be placed in the steam-reserve ordinary at Chatham; but, in consequence of the injuries she received to her keel by running on a sunken rock in the Red Sea, she will require very extensive repairs. A monument is about to be erected on the esplanade of Southsea—common to the memory of the officers and men belonging to this vessel, who were killed in action or died during the period of her recent commission in China. £100 has been subscribed by the officers and men of the ship, and to this sum a donation of £200 has been added by Admiral Sir James Hope, to carry out the object in an efficient manner. The Southsea Esplanade has already three monuments erected upon it—one to the memory of those of the army and navy who fell in the Black Sea and Baltic campaigns; one to the memory of Captain Sir William Peel, K.C.B., and the officers and men of the *Shannon* who fell during the Indian mutiny; and the last to the memory of a number of the officers and crew of Her Majesty's steamer *Trident*, who lost their lives by fever while serving on the West Coast of Africa.

The *Rifleman*, 8, screw steam-vessel, is now ready for the pendant, she having undergone a thorough repair at Deptford. She is, as already stated in a former impression, to be employed on the surveying service on the coast of China.

Lieutenant-General Sir Hope Grant, G.C.B., will leave England to assume the command of the Madras Presidency on the 20th of next month.

Major-General Windham has proceeded to India for the remaining term—about a year—of his period of Staff service in command of the Lahore division.

The *Orestes*, 21, screw steam-corvette, Captain Alan H. Gardner, got up steam and proceeded outside Plymouth breakwater to try her machinery and engines, under the inspection of Captain Astley C. Key, of the *Indus*. It appears that the trial did not prove satisfactory; but the defects in the machinery proved of a very trivial character, and she left Plymouth Sound for the Cape of Good Hope on the 17th inst.

Major the Hon. W. C. Yelverton, Royal Artillery, is not likely to obtain the promotion to the rank of Lieutenant-Colonel, to which, in the ordinary course, he would have succeeded on the death of General Dennis Herbert. Major J. C. Bartley, 5th Fusiliers, the next senior major, will therefore get the step of rank.

A meeting will take place in November, for the purpose of organising a national testimonial to Lord Herbert. The Duke of Cambridge will take the chair, and Lord Palmerston and many of our most distinguished men will be present.

The question of providing dock accommodation for the *Warrior*, and other war-steamer of the largest class, is stated to be under the consideration of the Government. From a survey which has been made, it appears that the tract of land lying east of Gravesend, between that town and Shorne battery, would afford the requisite facilities for the construction of docks of that character. There would be ample depth of water in the river opposite, while a straight channel exists from that point seaward, with sufficient water to allow the largest steamers to pass to and from the sea at low water, with sufficient width likewise to permit them to swing round at any point on this portion of the river, without causing obstruction to the ordinary traffic.

By the death of General Dennis Herbert a good service pension of £200 per annum was placed at the disposal of the General Commanding-in-Chief. His Royal Highness has apportioned £100 a-year to Colonel Pattle, C.B., 1st Dragoon Guards, and a similar sum to Lieutenant-Colonel H. A. Ouvry, C.B., late of the 9th Lancers, and Assistant-Quartermaster-General in Ceylon.

Government has determined to take preliminary measures for making our great naval seaports independent of Woolwich Arsenal in the manufacture of warlike materials, with probably the only exceptions of the rifled guns, and rockets and gunpowder. Eventually, at no distant date, the sub-arsenals at the out-stations will manufacture gun-carriages, cartridges, tubes, bullets, caps, fuses, and the multitudinous other materials and tools which now compose the really alarming and formidable lists of modern weapons of offence and defence.

It appears from the official return recently published that during the last three months nine new vessels of war have been completed at the various dockyards, viz., two at Chatham—the *Ganymede* and the *Rattlesnake*, the former of 400 horse-power and carrying 22 guns, and the latter of 400 horse-power and carrying 21 guns; two at Woolwich—the *Hyperion*, of 800 horse-power and carrying 26 guns, and the *Pegasus*, of 200 horse-power and carrying 7 guns; two at Deptford—the *Circassian*, of 200 horse-power and carrying 17 guns, and the *Portia*, of 80 horse-power and carrying 5 guns; at Jarrow, Newcastle-on-Tyne, the *Defence*, of 600 horse-power and carrying 16 guns; at Pembroke, the *Persens*, of 200 horse-power and carrying 17 guns; and at Devonport the *Cynthia*, of 150 horse-power and carrying 11 guns. During the same time seven new vessels have been commenced, viz., at Portsmouth, the *Bruiser* and the *Cromer*; at Millwall the *Dromedary* and the *Tamar*; at Blackwall the *Orontes*; at Chatham the *Salamis*; and at Devonport the *Royalist*.

It is understood to be the intention of the Government to erect a break-water on the coast of Yorkshire, at Scarborough, similar to that at Portland, the work to be performed by convicts sent from Chatham, Portland,

and the other convict prisons for that purpose; and it was, it is believed, in connection with this intention of Government that Lord Palmerston paid a visit of inspection to the breakwater at Portland.

The *Punjab and Assaye*, paddle-wheel steam vessels, the property of the late East India Company, having been rejected by the Board of Admiralty as unsuitable for the Government service, were yesterday paid off at Woolwich. The crews were discharged, and the vessels laid up in the Victoria Docks, to be disposed of by public competition.

The half-yearly inspection of the various regiments and batteries of Artillery stationed at the camp at Aldershot, is now completed. Major-General Lord George Paget, C.B., commanding the Cavalry Brigade, has inspected the 9th, 12th, and 16th Lancers, and also the 3rd and 4th battalions of the Military Train, although the latter corps has ceased to be attached to the Cavalry Brigade, and will in future report direct to headquarters. Colonel Gambier, C.B., commanding Royal Artillery at Aldershot, has inspected the 1 Battery Horse Brigade, and the F, G, and H Batteries, forming the headquarters of the 4th Brigade. All the batteries are now supplied with Armstrong guns. The 78th Highlanders have been inspected by Brigadier-General Brown, and the 1st battalion 60th Rifles by Brigadier-General Russell, C.B. In every case the inspections are stated to have been highly satisfactory, as was to be expected from the efficient appearance which the regiments have presented on the weekly field-days.

The Government, it is understood, have resolved to further increase the fortification of Shott's Point, on the opposite side of the harbour of Harwich, by the erection of a fort and extensive casemated barracks, at an outlay of nearly £30,000. A meeting of builders willing to contract for the work has been held, and Messrs. Lansdown, of Bedford-place, have been elected surveyors for taking out the quantities. Upon the receipt of their report the contracts will at once be entered into. The completion of these works is said to be imperatively called for, the spot in question being unprotected and offering facilities for a descent upon the coast.

The *Java*, sailing frigate, 1,458 tons, built at Devonport in 1814, is being stripped of her copper and fittings in No. 1 dock at Portsmouth, for the purpose of serving as a target-ship to the *Excellent* in future iron-plate testing experiments, &c.

Her Majesty's screw troopship *Himalaya*, Captain J. Secombe, returned from Corfu on the 13th inst., with invalids, &c., having performed the passage there and back in less than three days. She continued her route to Gibraltar and England yesterday, having on board Rear-Admiral G. R. Mundy, C.B., who is proceeding home on sick leave, a company of Royal Engineers, consisting of 1 officer, 93 soldiers, 8 women, and 14 children, 49 naval and military invalids, and others.

In consequence of the numerous discharges of men of the Royal Engineers which have taken place for some time past at Chatham, chiefly on account of their unfitness for further service, that branch of the service is so considerably reduced that the corps is at present about five hundred men below its proper strength. Recruiting for the Royal Engineers is accordingly proceeding as briskly as circumstances will permit, but still the greatest difficulty is experienced in obtaining well-qualified mechanics, artificers, draughtsmen, surveyors, &c., of which class the corps is exclusively composed. By the sanction of the Duke of Cambridge volunteering from the regiments of the line for the Royal Engineers has accordingly been opened, and numbers of young men, some of whom are first-rate mechanics, have volunteered for the Engineers, where the pay and emoluments are considerably higher than in other corps. Notwithstanding, however, the numbers of volunteers who have arrived at headquarters, Chatham, several hundred men are still required to raise the companies of Engineers to their full strength, and the somewhat unusual course has, therefore, been adopted of opening volunteering in the cavalry regiments, a number of men of which branch of the service—chiefly from the 9th (Queen's Royal) Lancers—have already volunteered. Up to the present time the number of volunteers from cavalry and infantry regiments who have arrived at the headquarters of the Royal Engineers, Chatham, is close upon one hundred, the whole of whom receive the sum of one guinea on joining at Brompton-barracks. The volunteers as they arrive are attached to the 36th company.

An Admiralty circular has been received at Woolwich, announcing that a medal roll is in course of compilation of the officers and seamen who are entitled to medals and clasps for the late China war. In order to make the roll in question complete a list of the officers and men in each division of the Royal Marines is to be prepared, showing under the name of the ship in which each person served the number of clasps he claims in addition to the medal. Should any officer or marine have been engaged in any active operations against the enemy between the dates of the first and second periods of the China war—viz., the 27th of June, 1858, and the 31st of July, 1860, and not have been present either before or after that date, a separate list of such exceptions ought to accompany, but not be included in the roll to be forwarded.

CHANGES AND PROMOTIONS IN HER MAJESTY'S ARMY AND NAVY.

WAR-OFFICE, OCT. 15.

1st Regiment of Life Guards—Cornet and Sub-Lieut. William Hessey (Riding-Master) to be lieut., without purchase, vice the Hon. Cecil Duncombe, promoted.

2nd Life Guards—Cornet and Sub-Lieut. Frederick Stephens to be lieut., by purchase, vice Stewart, promoted.

Royal Horse Guards—Cornet Charles Fitzgerald Rushout to be lieut., by purchase, vice John Albert Craven, who retires.

6th Dragoon Guards—Cornet John Friar to be instructor of musketry.

2nd Dragoons—Surgeon Augustus Purefoy Lockwood to be surgeon-major.

5th Lancers—Cornet James Edwin Gwyther to be lieut., by purchase, vice John Henry Waterfall, who retires; Charles Edward Harene, gent., to be cornet, without purchase, vice Stephenson, appointed to the 1st Dragoon Guards.

14th Hussars—Cornet the Hon. Frederick Amherst to be lieut., by purchase, vice Claudius Buchanan Whish, who retires.

15th Hussars—Martin Farrington, gent., to be cornet, by purchase, vice Humphrys, promoted.

Royal Artillery—Capt. and Brevet-Major Miller Clifford to be lieut.-col., vice Samuel Cleaveland, deceased; Second Capt. and Brevet-Major John McCandie Campbell to be captain, vice Brevet-Major Clifford; Lieut. John Charles Francis Ramsden to be second captain, vice Brevet-Major Campbell.

The undermentioned Gentlemen Cadets to be lieuts., viz.:—

Campbell Boyd.

Henry Sheil.

Hon. Victor A. Yorke.

Charles J. M. Prother.

Theodore Carr.

Scots Fusilier Guards—Ensign and Lieut. Francis William Garden Campbell has been permitted to retire from the service by the sale of his commission; the appointment of Lieut. and Capt. the Hon. Walter R. Trefusis as adjt., to bear date August 20, 1861, in lieu of September 17th, 1861, as previously stated.

2nd Regiment of Foot—Capt. Francis Lionel Octavius Atty to be major, by purchase, vice Brevet Lieut.-Col. Demetrius Wyndham Grevis James, who retires; Lieut. Henry Hurd Mulock to be captain, by purchase, vice Atty; Lieut. George Francis O'Grady, from 3rd West India Regiment, to be lieut., vice Claude Scott Stewart Pinkerton, who exchanges; Ensign Mello William Jackson to be lieut., by purchase, vice Mulock; Henry Hodges, gent., to be ensign, by purchase, vice Jackson.

7th Foot—William Daly, gent., to be ensign, without purchase, vice Henry William Loveridge, superseded for having broken his arrest and deserted.

8th Foot—Major and Brevet Lieut.-Col. Henry George Woods, from half-pay, unattached, to be major, vice Brevet Lieut.-Col. James Croft Brooke, who retires upon half-pay.

9th Foot—Thomas Farley, gent., to be ensign, by purchase, vice Wm. Queale, who retires, Huntley Bacon, gent., to be ensign, by purchase, vice Edward Collins, who retires.

10th Foot—Lieut. Percy Beale to be captain, by purchase, vice Brevet Lieut.-Col. W. Knox Orme, who retires upon half-pay; Ensign William Whitley to be lieut., by purchase, vice Beale; Gentleman Cadet Edmund James Young Armstrong, from the Royal Military College, to be ensign, without purchase, vice Whitley; Lieut. Ernest Archibald Berger to be adjt., vice Lieut. Beale, promoted.

16th Foot—Ensign Charles Henry Woodmass to be lieut., by purchase, vice James Henry Brabazon, who retires; Robert William Thompson, gent., to be ensign, by purchase, vice Alfred Seymour, appointed to the Rifle Brigade; Edward Julian Brigg Wither, gent., late Lieut. Northumberland Militia, to be ensign, by purchase, vice Woodmass.

18th Foot—Francis John Stewart Pringle, gent., late Lieut. Stirling Militia, to be ensign, by purchase, vice Macdonnell, appointed to the 19th Foot.

19th Foot—Lieut. James Robert Dalton to be captain, by purchase, vice L. Douglas Hay Currie, who retires; Ensign Augustus Mount Handley to be lieut., by purchase, vice Dalton; Ensign George Albert Macdonnell, from the 18th Foot, to be ensign, vice Handley; George Fearon Thorp, gent., late Lieut. Dublin City Militia, to be ensign, by purchase, vice Edward Turner, who retires.

22nd Foot—Ensign Alexander George Fraser to be lieut., by purchase, vice Robert Arthur Denny, who retires; Michael Ryan Healy, gent., late Ensign Kerry Militia, to be ensign, by purchase, vice Fraser.

23rd Foot—Lieut. Edwin Utterton to be captain, without purchase, vice Gregorie, appointed adjutant of a depot battalion; Ensign Robert Albert Evans Hay, to be lieut., without purchase, vice Utterton.

24th Foot—Alfred James Goldfrey, gent., to be ensign, by purchase, vice Charles Henry Fellowes, who retires.

27th Foot—Edward Austin Kenny, gent., late First Lieut. Tipperary Artillery Militia, to be ensign, by purchase, vice Cox, promoted.

31st Foot—Major George E. Brown Westhead, from a depot battalion, to be major, vice Charles James Orton Swaffield, who exchanges.

42nd Foot—Ensign George Thomas Carus Moore to be lieut., without purchase, vice Edward Arthur Elgin, deceased; Cornet Alan John Colquhoun, from the 16th Lancers, to be ensign, vice Moore.

47th Foot—Captain Savary, from the 49th Foot, to be captain, vice Taylor, not lieut., vice Taylor, as stated in the *Gazette* of Sept. 27; Lieut. Ernest Peake Newman to be captain, by purchase, vice Charles Compton Abbott, who retires; Lieut. George Ourry Clarke to be captain, by purchase, vice Edward Croker, who retires; Ensign Dudley North to be lieut., by purchase, vice Newman; Ensign William Seton Dent to be lieut., by purchase, vice Richard Souter, who has retired; Ensign James Birney to be lieut., by purchase, vice Clarke; Samuel Lang, gent., late Lieut. East Kent Militia, to be ensign, by purchase, vice North; William Hare Larken, gent., to be ensign, by purchase, vice Dent; Richard Barclay, gent., late Ensign Clare Militia, to be ensign, by purchase, vice Birney.

59th Foot—Henry Richard Lacy, gent., to be ensign, without purchase, vice McMullin, promoted in the 13th Foot.

67th Foot—Lieut. Arthur Forbes Robertson to be captain, without purchase, vice George Turnour Horton Atchison, deceased; Ensign Alfred Adams Price to be lieut., without purchase, vice Robertson, Quartermaster Edward Pierson, from half pay, late Land Transport Corps, to be quartermaster, vice John Staniforth, who retires upon half-pay.

73rd Foot—Lieut. William John Lane Milligan to be captain, without purchase, vice Albert Henry Godfrey, appointed adjutant of a depot battalion; Ensign Arthur Hare Palmer to be lieut., without purchase, vice Milligan; William Gardon, gent., to be ensign, without purchase, vice Palmer.

84th Foot—Lieut. Hugh Pearce Pearson to be captain, by purchase, vice John Francis Sparke, who retires; Ensign John Henry Bradshaw Isherwood to be lieut., by purchase, vice Pearson; Ernest Edward Cator Nevile, gent., to be ensign, by purchase, vice Isherwood.

87th Foot—Ensign Charles Shortt Dicken to be lieut., by purchase, vice Smith, whose promotion by purchase, on the 6th of September, 1861, has been cancelled; Jonas Austin Dolmage, gent., to be ensign, by purchase, vice Dicken.

Rifle Brigade—Ensign Christopher Hatton Turnor to be lieutenant, by purchase, vice Arthur Ruck Keene, who retires; Charles Frederick Hulse, gent., to be ensign, by purchase, vice Turnor.

1st West India Regiment—Lieut. Herbert Gauntlett Panter to be captain, by purchase, vice James Alexander Fraser, who retires; Lieut. John McAuley to be adjutant, vice Lieut. Panter, promoted.

3rd West India Regiment—Lieut. Claude Scott Stewart Pinkerton, from 2nd Foot, to be lieutenant, vice George Francis O'Grady, who exchanges; Albert Owen McDermott, gent., late Lieut. 2nd Lanarkshire Militia, to be ensign, by purchase, vice Gibb, promoted.

Cape Mounted Riflemen—Samuel Gun Raymond, gent., late Ensign Kerry Militia, to be ensign, by purchase, vice Wooldridge, promoted.

Royal Newfoundland Companies—Charles Andrew Irwin, gent., late Capt. Essex Rifles, to be ensign, without purchase, vice Gilmour, promoted.

DEPOT BATTALION.—Major Charles James Orton Swaffield, from 31st Foot, to be Major, vice George E. Brown-Westhead, who exchanges.

MEDICAL DEPARTMENT.—Staff Surg. George Thomas Galbraith, M.D., to be surg. maj.

ROYAL MILITARY COLLEGE.—Staff College—Cols. Napier and MacDougall should have been described as major and brevet-colonel in the *Gazette* of the 27th of September, 1861, not as lieutenant-col. and brevet-col.

CHAPLAIN'S DEPARTMENT.—The Rev. W. R. Beach to be chaplain of the fourth class. The Rev. Charles J. Coar to be chaplain of the fourth class.

BREVET.—Lieut.-Colonel Philip John Bainbrigge, of the Royal Engineers, having completed five years' qualifying service in the rank of Lieut.-Colonel under the 8th clause of the Royal warrant of the 14th of October, 1858, to be colonel in the army. Paymaster, with the honorary rank of captain, John Biggs, 4th Dragoon Guards, to have the honorary rank of major, under the Royal warrant of the 27th of January, 1860.

The following officers, having served five years with the temporary rank of major-general, to have the honorary rank of major-general:—Lieut.-Colonel and Brevet-Colonel Horatio Shirley, C.B., half-pay, 88th Foot Lieut.-Colonel and Brevet-Colonel Arthur Johnstone Lawrence, C.B., half-pay, rifle brigade.

OCTOBER 16.

The Queen has been graciously pleased to give orders for the appointment of the undermentioned officer of the army of His Imperial Majesty the Emperor of the French, who was attached as French Commissioner to the headquarters of the British Forces in China, to be an Honorary Member of the Military Division of the Third Class, or Companions, of the Most Honourable Order of the Bath—viz., M. Charles Burrard Reboul, Chef d'Escadron au 6ième Régiment de de Hussards.

OCTOBER 18.

COMMISSARIAT DEPARTMENT.—Assistant-Commissary-Gen. Edward Strickland, serving with the local rank of deputy-commissary-general in the West Indies, to be confirmed in the rank of deputy-commissary gen., vice Graham, placed on retired pay. Deputy-Asst.-Commissary-General James Long, to be Asst.-Commissary-Gen., vice Strickland.

THE NAVY.

PROMOTIONS.

ENGINEER.—E. G. Ashworth, additional of Cumberland, for the Fearless.

ASSISTANT-ENGINEER.—First-class: D. Driscoll to the Firebrand.

APPOINTMENTS.

LIEUTENANTS.—The Hon. C. D. R. H. Tracy and Clayton Mitchell to the Excellent; Noel S. F. Digby to the Warrior; B. L. Lefroy to the Fiscard; W. Moriarty and W. Tuffnell to the Britannia; Hamilton Dunlop to the Sanspareil; Count E. G. F. G. Visconte to the Conqueror; Duke D. Yonge to the Forte.

MASTERS.—E. C. Ball to the Collusus, for the Coastguard; E. M. Vincent to the Madagascar; William Mayes to the Mars.

SURGEONS.—L. J. Monteith to the Aboukir; J. T. N. Bremner, M.D., to be superintendent of the Lord Dalhousie, convict ship; W. Patrick to the Porcupine.

PAYMASTER.—John M. Jefferson to the Impregnable, for disposal.

MASTER'S ASSISTANTS.—F. H. Boys to the Sanspareil; R. Y. Hodges, H. E. Owen, F. J. Scott and John McFarlane to the Nile, as supernumeraries.

ASSISTANT-PAYMASTERS.—W. H. P. M. Gillham (additional) to Victory; J. Campbell to the Cumberland.

CHIEF ENGINEERS.—J. Ward (additional) to the Asia, for charge of the machinery of the Esk; W. Pilcher to the Asia, for the Vulture.

ENGINEERS.—F. J. Taplin, confirmed in the Fiscard, as supernumerary; H. C. Jones to the Fiscard, of the Spiteful machinery.

ASSISTANT-ENGINEERS.—First class: J. Mather to the Fiscard, for charge of machinery of Investigator; George Hunt (B) to the Pembroke, for charge of machinery of Magnet; A. Lawton (acting) and John T. Harris (supernumerary) to the Indus; Peter M. Knight to the Doterel. Second class: J. Plowright (acting) to the Megæra; C. T. Jordan, confirmed in the Cumberland, for the Bullfrog; J. Templeton to the Fiscard, as supernumerary; H. R. Gair and J. Laylands, confirmed in the Indus as supernumeraries; Samuel R. Brumage, John McPherson, and William Bremner, confirmed in the Doris; James J. Finch to the Industry; A. N. Miller (acting) to the Firebrand vice Jones.

THE ARMSTRONG GUN.—Sir William Armstrong has written a long letter to *The Times* denying most of the allegations made in the *Mechanics' Magazine*, and stating that the mischances which occurred on board the *Trusty* arose from special causes which can, he has no doubt, be "entirely obviated." "As to inquiry," he says, "I cannot have the smallest objection to it; but the fact is that the whole subject, even to the minutest detail, is, and always has been, subject to the control of the Ordnance Select Committee, who are fully acquainted with every particular. *The Mechanics' Magazine*, in consequence of this letter, has produced another "strong article," and the efficiency of the guns is to be thoroughly tested.

THE MEDICAL STAFF IN CHINA.

The following letter has been addressed to the editor of the *Army and Navy Gazette*:—"Sir, A War Office letter, having retrospective effect from April, 1859-60, signed by Mr. Godley, was received by the senior Commissariat officer, Hong Kong, about six weeks ago, empowering the officers of the medical staff to receive their English pay and Indian allowances of their rank; regimental surgeons were to receive their present pay, no doubt considering that consolidated allowance and head money was a fair equivalent. The word "regimental assistant-surgeon" was not used; there was, therefore, some doubt whether the latter were entitled to their English pay and Indian allowances; it was decided that only staff assistant-surgeons were entitled; the consequence was, regimental assistant-surgeons, ranking as captains (six years' service), found staff assistant-surgeons, ranking as lieutenants (three years' service), in receipt of £10 per mensem more than they were, and that if the staff assistant-surgeon ranked as captain (six years' service) he received £20 per mensem more. There was a case in point when the troops were before Peking—a regimental assistant-surgeon of nearly one year's seniority to a staff assistant-surgeon (both ranking as captain); the former received £20 per month less than the latter, who was his junior. So much for the interpretation of Mr. Godley's letter by the senior Commissariat officer; it gives us the absurd fact that two medical officers may be serving in the same regiment under a surgeon, both of equal military rank—captains—one being senior to the other, that the junior of the two is entitled to receive £20 per mensem more than the senior, for no earthly cause save that he is called a staff instead of regimental assistant-surgeon. As Mr. Godby could never have entertained such a preposterous idea, I will leave the fact to speak for itself. A glaring case, and positively iniquitous, is at present in force in the two battalions of Royal Artillery; one, at Canton, is in medical charge of a regimental, and at the same time the senior, assistant-surgeon in China, ranking as captain (eight years' service); the other, Hong Kong, is in medical charge of a staff assistant-surgeon, and nearly the junior in China, ranking as lieutenant (four years' service). The former receives £10 per mensem less than the latter for the same charge; if the staff assistant-surgeon had two years more service, he would be actually receiving £20 per mensem more than the regimental, though he would still be his junior more than one year. The staff assistant-surgeon who is at present doing temporary duty with Her Majesty's 99th, receives £20 per mensem more than any of the regimental assistant-surgeons, though the staff are exempt from all regimental expenses, such as mess, band, &c., and a host of lesser monthly subscriptions.—I am, &c., A REGIMENTAL ASSISTANT-SURGEON.—South of China, August 26, 1861."

CHEE YUI TANG.

This Chinese scholar, who came to England with Dr. MacGowan, and who has been engaged in teaching the Chinese language to the Messrs. Major and others, has, through the aid of Mr. Chapman of Messrs. Gregson and Co., commenced a course of instruction at the University College. His antecedents and connections are thus alluded to by the daily papers:—"He was at school five, and college six years, in what is considered the best city in China, Hang Chou. He passed two Government examinations—one among 8,000 scholars, at which he gained the third prize; and the other among 14,000 scholars, where he had the thirteenth prize. At the examination in the College he obtained the first prize. His father is the Governor of How Chou; his eldest cousin is now the fourth Minister of Po Ching or Peking; his second cousin is now the Governor of Ton Hoo. The professor's Chinese title is Chou Yier, signifying Young Mandarin. He speaks fourteen dialects; is thoroughly acquainted with the Nan Ching and Poching, two Mandarin languages. He has taught seven young men the Mandarin language; six have gone to China, and one is still studying with him. He has come to this country for the purpose of learning the English language, manners, and customs and gaining information necessary for promoting the most friendly relations between the Governments of China and Great Britain. The professor is a native of Ching Wha, and is twenty-eight years of age. He was introduced to his class at University College by Mr. Gregson, M.P."

MILITARY ALLOWANCES IN CHINA.

Writing on the proposed withdrawal of some of our troops from Tientsin, the *Army and Navy Gazette* stated that our forces there obtained Indian pay and allowances. In reply to this assertion, Colonel Dunlop has written the following note to the editor of that journal:—"Sir,—You seem to take it for granted that Her Majesty's European troops whilst serving in China with Indian troops must necessarily draw Indian allowances. What is the fact? In the year 1857, when Native and European troops were sent from India to China, I applied to the Secretary of State for War for authority to draw Indian allowances for Her Majesty's troops then in China. This was decidedly refused. I next applied in my own case, as being actually in command of a mixed force of Her Majesty's and East India Company's troops. This was also refused. When I left China (from ill health) in the summer of 1858, Her Majesty's troops did not get Indian allowances. It is true that since that time a sum, stated to be six months' Indian allowance, has been granted to Her Majesty's troops who were then in China, without regard to the length of time they had been serving with those of the Company. But for the other nine months (during a considerable portion of which time I had Indian troops under my command) neither I nor the other officers serving with me received any Indian allowances.—I am, &c., F. DUNLOP, Colonel Royal Artillery."

TELEGRAPH FROM PETERSBURG TO THE AMOOR.—On the 11th inst. the New York Chamber of Commerce received a formal visit from Colonel Romanoff, of the Imperial Russian Engineers, accompanied by Mr. Collins, the United States' Commercial Agent at the Amoor River, the object of the interview being to bring before the American public the subject of the great Russian telegraph now in course of construction from St. Petersburg via Eastern Siberia and Behring Strait to Nicholeisk on the Amoor, with special reference to the project of extending it to the United States. The enterprise which has secured the sanction and guarantee of the Russian Government, and over 3,000 miles of the line being already built, is pronounced entirely practicable. The success of this stupendous undertaking would probably, it was believed, render unnecessary the ocean telegraphic cable.

THE CHINESE CUSTOMS'.

[From the *China Mail*.]

The foreigners' complaint is quite sound and just, as far as the payment of certain dues contrary both to the spirit and letter of the treaty is concerned, and they are right to demand, in the most forcible manner, that the collection of all such dues, if that word can apply to money which is not due at all, should cease. There has been a good deal of high-handed daring shown by the Chinese officials in demanding, as a regular tax, a sum which Article 28 of the treaty informs us is only payable at the option of the British merchant, should he desire to avail himself of certain immunities which that payment is supposed to confer. The Chinese officials, however, have, in direct violation of the treaty, given the trader no option in the matter, but made use of this commutation-half-duty as a means whereby to subject all exports and imports to a duty of seven-and-a-half per cent. instead of five, as settled by the treaty. It should be stated, however, that the two-and-a-half is collected by a different house from the five, the first going to the local, and the last to the imperial revenue. Those who made the regulations contained in the treaty have perhaps not fully appreciated the genius of Chinese finance, and this consideration makes us suspect that the Foreign Customs Collectorate will never work with perfect smoothness, and never succeed in satisfying any but the imperial mind, if it ever achieve that much. The loss of the coasting trade in foreign bottoms is a severe, as well as a most unexpected blow to trade in China. It happened in this wise; the people at Peking sent down an order one day to the Custom-house at Canton, directing that no more exemption certificates should be issued by the authorities there, the effect of which order was to render import dues exigible at, say Shanghai, on goods which had paid export dues at Ningpo; and, as the native craft, though treated in the same manner, pay greatly smaller dues than foreign vessels, the carrying trade from port to port has passed into their hands. It is in such respects as this that the Treaty wants mending, and a very slight change would be sufficient to restore a share of the coasting trade to foreign ships, and with it increased facilities for commerce. It is not necessary to suppose that the Chinese desire to protect the trade of their native craft, the whole thing is accounted for easily enough on other grounds. As it was before, when the exemption certificates were issued, we had this advantage over the native craft—that they had to pay, at every port they visited, certain duties to their own Custom-house, and as we escaped that, there was cause of complaint. Now we have to pay import duties at every port we visit, be the number of ports what it may, but such duties, collected as they are by a different House and under a different system, are large compared with the Chinese duties, so that we are now at a greater disadvantage in this branch of trade than the Chinese were before. It would be easy to remedy this by levying equal dues from Chinamen and foreigner in the trade from port to port. In taking another glance at the Chamber's recent statement, we are struck with the irrelevancy of those paragraphs which reflect upon the prudence of having the Foreign Customs collected by Englishmen at all. It is difficult to see what difference that can make to the fair trader who desires to pay the proper dues. They tell us that at Canton and Swatow the natives are averse to it as a foreign institution; and that the collisions arising from repression, and the employment by the Foreign custom of an armed force, is likely to lead to the "gravest complications." There is a suspicious diplomatic air about the last phrase which we would rather not see, but the Chamber surely cannot mean that smuggling may not sometimes be called for armed repression. We are told, too, that they dislike being taxed by foreigners; well, that is their own affair, we suppose they can dismiss every foreigner in the Customs service to-morrow; most people dislike being taxed at all. We should have it fully settled how far these foreigners in Chinese pay are answerable for any of their wrong-doings to the English; but the use of foreigners at all in that service is not a matter that the Chamber can bring forward as a grievance, and to grievances, and well-authenticated grievances only, should all "statements" at present be confined.

FROM "THE TIMES" CORRESPONDENT.

RUSSIAN ENCROACHMENTS IN THE FAR EAST.

The Russians appear to be indefatigable in their endeavours to occupy every position of importance in these northern seas, and without much regard to the rights of others. Under pretence of surveying they are quietly establishing themselves on the Island of Tsen-Sima, between Japan and the Corea, and have built there storehouses and a hospital. A glance at the map will show the importance of the island as a naval station, possessed as it is of magnificent harbours, and lying within two days' run of Shanghai and Nagasaki by steam. Admiral Hope has lately paid it a visit, and found a Russian man-of-war there, and the establishment above-named. The island is the property of one of the great Daimios of Japan, and it is believed that some high-handed doings of the Russians, who are there without the smallest sanction from the Japanese, inflamed the hostility of the Princes against foreigners generally, and led to the late lamentable attack on the British Legation.

OPENING OF TANG-CHAU AND NEW-CHWANG.

The same correspondent also writes:—The opening under the treaty of Tien-tsin of the two ports, Tang-chau and New-Chwang, in the Gulf of Pecheli, is made of no value to foreign trade, by the 4th clause of the 5th rule, appended to the treaty tariffs, which declares that "the export of pulse and bean cake from Tang-chau and New-chwang under the British flag is prohibited. From any other of the open ports they may be shipped on payment of the tariff duty, either to other ports of China or to foreign countries." The only returns from these ports for imports are pulse and bean cake, and as no man would entrust his property to uninsured Chinese junks, the ports are virtually closed. It is difficult to see what valid reason can be given in favour of this restriction that might not with equal justice be urged against any other branch of the carrying trade legalised at the other treaty ports.

TRIALS OF THE WARRIOR.

The *Warrior*, the first afloat of England's iron-clad navy, made her first experimental trip outside the Isle of Wight on the 14th inst. The Admiralty and navy were well represented on board. On clearing the Isle of Wight, the swell of the Channel was sensibly felt on board; but the disposition of the ship appeared to be rather to lift to the swell than roll in it. When, however, taking the seas under her quarter her movements became sufficiently lively to promise a fair roll on some future occasion. Fairly clear of the land, the revolutions of the engines were gradually increased until they reached 52. The engines did their work well, and with little noise. The log gave the vessel the speed of 12½ knots. The *Warrior*, even at this rate, contrasted favourably with previous war ships. Her readiness in answering her helm, as demonstrated by the time in which she made the circles, and the performance of her splendid machinery, rendered this preliminary performance quite a success.

The official trial of the speed of the *Warrior* was made on the 17th inst. at the measured mile in Stokes Bay, Portsmouth. Representatives of various interests connected with the vessel were on board. Government was represented by Sir John Pakington, with whom the order for the vessel originated. The weather was exceedingly favourable for the trial, a nice breeze off the land giving smooth water along the ship's course. The ship's head having been laid for the run, the five miles gave the following results, the ship going westward with and eastward against the tide:—First mean speeds in knots, 14-338, 14-338, 14-463, 14-278, 14-343; second mean speeds, 14-338, 14-400, 14-370, 14-310; true mean speed—that is, the actual speed attained by the ship as shown by the results of her six miles' trial—14-354 knots. It was on the fifth run the revolutions of the engines reached their maximum. The average time was thus 4 min. 22 sec., and the average speed, as we make it, 14-382 knots, and the average revolution 54½. The pressure was 21 to 22 lbs. The official average corrected for "true mean" is 14-354 knots, or more than 16½ miles. This is the greatest speed ever attained by any vessel of war. Mail steamers, which are intended to carry nothing but the postal parcels and a limited number of passengers, have indeed done more than this on their trial; but no ship either in the British or in any foreign navy has come up to it, except it be the *Gloire* on a certain mythical passage from Cherbourg to Brest. The *Warrior*, if furnished with a beak, could run down an enemy without Armstrong's guns. Her actual horse-power, as indicated, was shown to be about four times and a-half her nominal horse-power. The engines worked in a most satisfactory manner. There was a total absence of vibration in the ship, the only feeling approaching to that great destroyer of our steam ships of war being the mere beat of the screw in its revolutions through the water. At the conclusion of the trial, Captain Cochrane, entertained Sir John Pakington and his other guests at luncheon, when gratulations were interchanged.

SHAM FIGHT NEAR DOVER.

His Royal Highness the Commander-in-Chief left London on the 14th inst., on a tour of inspection of the troops in the south-eastern district, and arriving in Dover at eleven o'clock proceeded shortly afterwards to the heights between Dover and Folkestone, where were assembled more than 4,000 troops of all arms from Dover garrison and Shorncliffe camp; under the command of Major-General the Hon. A. A. Dalzell. His Royal Highness arrived on the ground about half-past twelve, accompanied by Major-General Sir Richard Airey, K.C.B., Brigadier-General Garvock, Major-General Stotherd, Major the Honourable W. Colville, Captain the Honourable C. Chetwynd, &c. The troops being formed in close columns were at once inspected by His Royal Highness, and were then marched off the ground to attack a supposed enemy, advancing from Dover. The ground is admirably adapted for field manoeuvres, being large open downs, falling to a hollow from the sea, the Dover-road being in the hollow, and a ravine crossing the line at right angles with the road. A deserted coastguard station on the Round Down-hill to the right was the first point of attack. The 10th Regiment deployed in line, in skirmishing order, covering two batteries of artillery on the right, and a battery on Hougham-hill to the left, a troop of Hussars being on each wing of the party on Round Down-hill. The enemy were soon driven from the shelter of the coastguard station and pursued along the hill and down the ravine, the 21st being in the first line of reserve, the 25th in the second line, and the 64th in the rear. On Hougham-hill, to the left, the 10th were supported by the Buffs, the Artillery forming the second line. At the bottom of the ravine the 21st advanced to the front, relieving the 10th, and pursued the enemy to the top of the next hill, where they charged with a lusty cheer. Then the 25th took the front, and at last the 64th. On the left the Buffs had relieved the 10th, and with the battery in a securely sheltered nook on its extreme left, drove the enemy up the hill on the right. When they had pursued the enemy to the top, the 64th ceased its fire, and the Artillery coming up to the support of the Buffs, a continued fire in line was kept up. The enemy at last took refuge behind some widely-separated haystacks near the cliff, and at length the Hussars, in compact body, charged down from the left, and cut up the invisible enemy, thus finishing the fight. After half an hour's rest the troops formed up and then marched past in grand divisions in quick time, the duke expressing aloud his approval to each company as it passed, with the exception of the companies of the 64th, in which one hundred and fifty marched who had joined the regiment only on Saturday last.

THE FORCE IN CHINA.—The *Army and Navy Gazette* says—"A week or two since we stated that the force in China was about to be reduced to two regiments, and we ventured to point out the imprudence of the reduction in the face of the exceedingly unsatisfactory state of our relations with the Chinese empire, which the death of the Emperor was not calculated to improve. We are glad, therefore, to be able to say that instructions from home have been given to the effect that Sir John Michel is not to send away any of the regiments now under his command until our Minister at Peking, Mr. Bruce, shall be of opinion that they are necessary. We only fear that these instructions will not arrive before some of the force has left. By our last advices they were only waiting for shipping to leave the north."

COMMERCIAL POSTSCRIPT.

CITY, MONDAY AFTERNOON.

The accounts from the engineers of the Malta and Alexandria cable continue favourable as to the transmission of messages required by them, and it is expected to be open to the public early in December.

The applications for shares in the new Red Sea Telegraph Company closed on the 26th, and the shares are quoted at a small premium. Two hundred miles of cable and a staff of engineers will be despatched in a few weeks.

ARRIVALS NOT INCLUDED IN THE TABLE.—Oct. 24, at London, from Penang, Parsee; at Schelde, from Akyab, Alarm. 25, at London, from Foo-chow-Foo and Hong Kong, Panic. 24, at Cowes, from Rangoon, Sultan; at Falmouth, from Singapore, Elizabeth. 26, at Falmouth, from Shanghai, Sir Ralph Abercromby; off Falmouth, from Akyab, Maud. 19, off Sicily, from Batavia, President v. Ryckevorsel. 24, at Texel, from Batavia, Cortegene; Delft, from Sourabaya; Kalimaas, from Rangoon; Isabella Hamilton, 24, at Helvoet, from Batavia, Jacobus Martinus; at Brouwershaven, from Rangoon, Diligentia; at Antwerp, from Akyab, Frederick VII.

DEPARTURES.—October 23, from Liverpool, for Batavia, Stad Middelburg. 10, from Madeira, for China, Island Queen.

SPOKEN.—Vanguard, London to Hong Kong, 18th Sept., 10 N., 24 W.; Jacobus Martinus, Batavia to Rotterdam, 22nd Sept., 23 N., 32 W.; Rancee, Liverpool to Singapore, 15th Sept., 15 N., 29 W.

Monetary and Commercial.

It has been announced that the dividend and bonus of the Oriental Bank Corporation for the half year ended the 30th of June last will be 7 per cent., payable, free of Income-tax, on the 1st proximo. The meeting of shareholders takes place on the 29th inst.

A meeting of the proprietors of the Chartered Bank of India, Australia, and China is called for the 30th inst., to declare an *ad interim* dividend for the half-year ending the 29th of June.

A company has been formed called the "Telegraph to India Company," with a capital of £100,000 to carry out the original intentions of the "Red Sea Telegraph Company," which has long since suspended its efforts to repair the line in consequence of the want of capital. A notice of this undertaking will be found among our leading articles.

In consequence of the nature of the proposals of the Government for arranging the affairs of the Red Sea Telegraph Company, there has been an advance in the shares of nearly £2 per cent.

The Bar Silver by the last packet from Mexico has been sold at 60½d.

A report has been issued by the Labuan Coal Company, giving advices furnished by their agents at Singapore and Labuan, from which it appears that the pumps are now in full working order, and the pits were expected to be cleared and coal raised during the present month. The directors have made a further call of £1 per share.

The directors of the Bank of Turkey have just issued a report recommending the dissolution of the company, the modifications of the original concession proposed by the Ottoman Government being considered inadmissible.

At the meeting of the West India Royal Mail Steam Packet Company, the dividend declared was at the rate of £2 per share, free of Income-tax. It appears by the working account for the half-year, compared with the corresponding period of 1860, that there is an excess of £30,032, £21,521 arising from the hire of the *Avon* by Her Majesty's Government, and the *Parana* by the Atlantic Royal Mail Steam Navigation Company. A considerable falling-off is noticeable in the outward passage-money and freight, the greater portion attributed to the effect of the French competition on the Brazil line, but it is said the increase in the receipts for homeward freight more than compensates for this decline; while the continued development of the through traffic with the Pacific ports affords satisfactory proof of the efficiency of the arrangements which have been made, in co-operation with the Panama Railway and other companies, for encouraging traffic in that direction.

An issue is announced of £100,000 Six per Cent. Debentures of the island of Ceylon, created under an Act authorising the raising of £400,000 to pay off the Ceylon Railway Company.

The debentures will be of £50 each, to be paid off at par at the end of seven years from the 15th of next month.

The British Government have now under consideration a scheme of a line of 8,000 ton steamers, as troop transports and mail steamers between England and India *via* the Cape.

The new commercial system granted by France to her colonies of Martinique, Guadeloupe, and the Isle of Reunion, superseding the former prohibitive regulations, came into force in the beginning of last month. By this change the above islands are open to the commerce and navigation of the whole world.

Another dividend of 6d. in the pound has been announced on the estate of Messrs. Reid, Irving, and Co., who suspended in the crisis of 1847. The previous dividends have amounted to 7s. in the pound, and further collections from the Mauritius and the West Indies remain to be effected.

The following, on the half-yearly revenue and Mr. Gladstone's prediction, is from the *Economist* :—

"The quarter's revenue returns have naturally given rise to a little discussion, and they are frequently compared with the returns of last year, or of some other period, until the most irrelevant results are deduced. It is clear, however, that there is only one standard, at once fair to the Chancellor of the Exchequer and accessible to the general public, by which the national accounts can be justly tested. The Chancellor of the Exchequer in every year anticipates in his Budget a certain revenue, and all we have to look for in the quarter's returns is an answer to the simple question, 'Is he getting that revenue?'"

"Mr. Gladstone made an estimate of the revenue of the year (the property-tax excluded), which would be equivalent to the following for the half-year :—

Customs	£11,797,000
Excise	9,731,000
Stamps	4,230,000
Taxes	1,575,000
Post Office	1,750,000
Crown Lands	147,000
Miscellaneous	710,000
Chinese Indemnity	375,000
	£30,315,000

The reality has been :—

Customs	£11,803,000
Excise	9,392,000
Stamps	4,199,000
Taxes	1,523,000
Post Office	1,695,000
Crown Lands	133,000
Miscellaneous	675,000
	£29,420,000

"This gives an apparent deficiency of £900,000, but £375,000 is caused by the Chinese indemnity, which is not yet paid, and nearly a half by the diminution in the excise, which is attributable to the bad barley harvest of last year, and will probably be in part made up by the good barley harvest of the present year. A great deal, however, must be so made up, because during next half-year we fear the receipts of the revenue from the ordinary prosperity and general consumption of the country will not be so great as have been brought to the credit of the account during this half-year. The income of the property tax is also less than it should be for the present half-year, in consequence of some anomalies in the mode of collection, which will be made up, it is anticipated, during the next half-year. It will be seen from these figures that, though in the face of a deficiency of cotton, a slackened trade, a bad harvest in Ireland and in Scotland, it might have been wished (as we at the time suggested) that Mr. Gladstone should have kept a more ample balance, and should not have reduced the taxation of the country so much as he did in fact; yet that, nevertheless, there is no ground for the extravagant alarm or the vague anticipation to which mistaken calculations have given rise."

For some few months past the effects of the unfortunate Civil War in the United States has very seriously affected commercial matters in the Brazils, but more particularly Rio Janeiro, from which place both the Northern and Southern States draw their principal supplies of Coffee. The shipments of Coffee direct from Rio Janeiro to New Orleans and Mobile, is estimated to amount annually to 200,000 bags, and to the entire States nearly 1,000,000, or almost one-half of the whole crop of Coffee raised in Rio. The blockade of the Southern ports prevents any shipments, and very small shipments are made to the Northern ports. Coffee has consequently decreased in value upwards of 30 per cent., and from their financial affairs being thus disturbed, the exchange has fallen from 26½d. per milrea to 24d. Remittances to this country by reason of the low exchange, had been very small, and outward shipments of British goods to the Brazils are consequently reduced to a large extent.

The amount of bullion by the steamer *Ceylon*, on the 20th inst., from Southampton was — £1,090 gold, and £10,070 silver to Madras, £23,509 Calcutta, £5,717 Hong Kong, and £31,455 Shanghai; total, gold, 1,090; silver, £70,751.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.	Business done.
100	Agra and United Service, Limited	50	85 to 87	...
20	Chartered Bank of India, Australia, and China	All	20½ to 20½	...
25	Chartered Merc. of India and China	All	31 to 33	...
50	London Joint Stock	10	32½ to 33½	38
100	London and Westminster	20	70 to 72	71½
25	Oriental Bank Corporation	All	51 to 52	...
50	Union of London	12	27½ to 28½	28½
MISCELLANEOUS.				
1	Great Ship Company	All	½ to ½	...
10	Mediterranean Extension Telegraph	All	3 to 4	...
50	P. and O. Steam Company	All	68 to 70	70
50	Do. new	80	11 to 13 pm.	...
20	Red Sea and India Telegraph	All	18½ to 19½	16½
10	Jabuan Coal Company	2	1½ to 2½ pm.	...
10	China and Japan Steam Company	1	par to ½ dis.	...
25	Oriental & Gen. Marine Insurance	2.10	½ to ½ pm.	...

ARTICLES OF IMPORT.

TEA.—The business of the past fortnight has again been on an extensive scale, comprising the sale of the cargoes of the *Falcon*, *Ellen Rodger*, and the great bulk of the *Flying Spur*; also the *Robin Hood* at Liverpool; in addition to which the trade have bought steadily of all grades of Congou at rather higher prices, whilst there have been some speculative purchases of good common Congous and Taysban kinds, and the market closes with a very healthy appearance. Low to fair common Congous with leaf have advanced fully ½d. per lb., the dusty and broken leaf kinds are also rather dearer. Good common, owing to speculative purchases, is now quoted 1s. to 1s. 0½d. per lb. Fair to good flavoured kinds of old import have been more saleable at higher prices, in consequence of the high rates ruling for the new Kaisows. Common to good Ho-Hows and Ning-Chows are ½d. to 1d. per lb. dearer, in the absence of arrivals, as also second-class Monings and Wopaks; fine of these kinds are also dearer. Good and fine Kaisows of new season continue to sell freely at fully the opening prices—1s. 10d. to 2s. 3d. per lb. for the bulk, with a few from 2s. 4d. to 2s. 6d. per lb. Taysbans have been more saleable at ½d. per lb. advance. Fine Souchongs of the new season have been but little dealt in; other kinds show no material change. Fine Oolongs of new season have sold readily at 1s. 11d. to 2s. 3d. per lb. Common to fair have been rather more in demand. Flowery Pekoes have been taken to a considerable extent on speculation at a rise of 1d. to 2d. per lb. Common to fair scented Teas continue in limited demand, but prices for Caper are rather higher. Good and fine are in demand, and the new teas from Foo Chow have been taken readily at very full prices. Orange Pekoes up to 3s. 1d. per lb., and Capers 2s. 8d. per lb. Uncoloured Japan teas, ex *James Lemon* have sold freely at higher prices. Green teas have been taken readily for all the grades up to 2s. 6d. per lb., though the very high prices ruling have latterly given way, to the extent of 1d. per lb. Fine Moyunes, though relatively cheap, have been less ready of sale; the prices ranging from 2s. 11d. to 3s. 1d. per lb. for Gunpowders, and 2s. 6d. to 2s. 8d. for young Hysons, and upon which the trade find it difficult to get a profit. There have been three public sales, comprising 16,500 packages, of which 7,600 packages were sold, including 5,850 packages without reserve.

SILK.—Although some little business has been doing, it must not be set down as a marked and permanent improvement, but considered from this point, that manufacturers, both home and foreign (being bare of stock), are compelled to come into the market for the small quantity they require. Certainly warehousemen, both in London and Manchester, have been rather busier the last week or two, and this, perhaps, has caused a more sanguine feeling amongst certain classes of silk manufacturers, leading them to anticipate good results to their trade from the admission of English silk fabrics into France. This good result, however, if French accounts are to be relied on at all, seems not quite so certain as at first stated. The public sales on the 23rd and 24th inst. went off with their usual quietness, and few or no biddings were made, except for damaged lots, and a few parcels of Japan silk. The prices are just those current by private contract. As compared with June sales the decline is 6d. to 1s. per lb. The quantity brought forward was, China, 6,143 bales; Canton, 537 bales; thrown, 130 bales; and Japan, 726 bales.

SUGAR.—The market has been very quiet, and although holders have given support by withdrawing largely, the small business done has been at a decline of 6d. per cwt. The sales have been:—1,712 bags Penang, all sold at—middling to fine brown, 32s. 6d. to 35s. 6d.; low to good middling yellow, 36s. to 40s. 6d.; good and fine grocery, 41s. 6d. to 42s. 6d.; 370 bags China, partly sold at 43s. to 43s. 6d. for good grey. Several parcels of Manila have been sold privately; also 800 bags Penang, at 32s. 6d. to 38s.; and 3,429 bags common clayed Manila were withdrawn.

COFFEE.—Market firm, and transactions have been somewhat restricted. 67 casks, small to bold palish Neigherry, were realised at 72s. 6d. to 80s. 6d.

RICE.—A good business has been done till within the last few days, when operations were more restricted, but prices maintained. Sales of Bassein have been made at 11s., old Nakranzie Arracan at 10s. 9d., and good old Rangoon at 11s., and new 11s. 9d.

PEPPER.—Black: rather dearer, particularly Penang; 3,308 bags Singapore sold at auction at 3½d. to 4½d. per lb., and 3,120 bags Penang at 3½d. to 3½d., with Trang at 3½d. to 4d. White: demand less active; and of 230 bags Singapore, and 379 bags Penang at auction, one-third sold at 6½d. to 6½d. per lb. for middling.

SAGO.—Good private business accomplished at very firm prices, chiefly at 22s. to 23s. per cwt. for small and medium pearl: 742 cases at auction all retired. **FLOUR.**—A fair private business has been done at 16s. to 17s.

SPICES.—Cinnamon: quotations remain as before quoted. Cassia lignea: rather easier; of 1,831 cases at auction, half sold at 85s. to 92s. for third to first pile. Cassia buds: very scarce. Cloves: quiet; 225 bags Zanzibar, and 2 casks Amboyana, all retired at auction. Mace:

without change, and 11 cases Penang, and 5 cases Singapore at auction, sold at 8d. to 11d. per lb. for red and reddish. Nutmegs: firm, with rather more enquiry; auctions limited to 37 cases Penang, 28 Singapore, and 14 indirect; one-third sold at 2s. to 2s. 7d. per lb. for fair bold, and 11d. to 1s. 9d. ordinary shrivelled to very good medium.

HEMP.—Manila has again obtained more money, and of 4,675 bales at auction, about one-fourth sold at £22 10s. to £24 15s. per ton for fair to fine roping.

COTTON.—A further advance of ½d. per lb. has again been obtained, with continuously animated demand, and a very large quantity has changed hands. Middling fair old to good new Dholera is quoted 6½d. to 8d.

JAPAN WAX.—The quotations are, saucers, 65s. to 75s.; block, 52s. to 60s. per cwt.; the former scarce and wanted; of the latter 812 boxes offered at auction, and a few sold at 58s. to 58s. 6d. per cwt. for good, with 10 cases superior at 66s. 6d.

TOBACCO.—The market continues without any alteration either in prices or sales.

TIN.—This market has again been very quiet, with the most limited business privately. Banca is quoted £118 to £120; Straits, £116 to £118; Antimony Ore, £16 2s. 6d.

GAMBIER.—Firm. 980 bales at auction sold at 17s. 6d. per cwt. for good, and 16s. 6d. to 17s. 3d. heated. Privately, a fair business has been done. **CUTCH.**—Demand has latterly revived, and prices have improved to the extent of 6d. 3,641 bags at auction, nearly all sold at 21s. 6d. to 23s. 6d. for middling to very good.

MISCELLANEOUS.—India rubber: Of 714 baskets Penang at auction, the whole were retired, and of 69 baskets and 2 tons Assam, three-fourths of the baskets sold at 8d. to 8½d. per lb. Latterly demand has sprung up, and about 50 tons have been sold at 1s. 1d. to 1s. 2d. Camphor: Inactive. Sales of about 20 chests at 210s. per cwt. Sapanwood: Quiet. 24 tons Siam at auction all retired. Soy: Firm. 49 hogheads China, and 160 tubs Japan all retired. Mother-o'-Pearl Shells: Of 210 chests Manila nearly one-half sold at 82s. 6d. to 89s. for middling to fair. Star Aniseed: Of 152 cases at auction, one-third sold at 60s. 6d. to 62s. for fair quality but broken. Sticlae: Firm. 100 packages chiefly ordinary wood retired above the value. Gum Benjamin: Rather cheaper. Of 29 chests Siam at auction, two-thirds sold at £9 to £22 per cwt. for third to first quality, and £3 15s. low; 39 chests Sumatra sold at £11 5s. to £12 2s. 6d. for second. Damar: Quiet. 140 cases at auction, all retired. Gamboge: Continues dull. Nothing doing. Rattans: 6,496 bundles Singapore, and 2,321 bundles of Penang sold at 2s. 6d. to 7s. 7d. per 100. Saltpetre: Rather more enquiry, and better prices are offered. Gutta Percha: Of 42 tons and 152 baskets, half sold at 1s. to 1s. 6d. for ordinary to good genuine, and 8½d. to 9d. good reboiled. Rape Seed: Prices higher and large business done. Elephants' Teeth: Large, £38 to £40. Vermilion, Wanted, and no sellers at 2s. 2d. to 2s. 4d. Galan-gal root: Firm. 510 bags at auction, half sold at 23s. to 23s. 6d. for good. Cubebs: 70 bags at auction all retired. Dragons' Blood: Dull. 10 cases retired. Galls: Steady. Good China and Japan are quoted 40s. to 50s. Rum: Moderate enquiry; a small quantity Penang sold at 1s. 6d. Tapioca: 59 bags common Penang sold at 2½d.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6. 5s. 0d.; nail rods, £7 to £7. 10s.; hoops, £8. 10s. to £9; sheets, single, £8. 15s. to £9. 10s.; Staffordshire bars, £7. 10s. to £8; rails, £5 to £5. 5s.

STEEL.—Swedish keg, £15. 10s.

COPPER.—Sheet and sheathing, 11d.; yellow metal, 9½d.

TIN.—120s. for block; 121 for bar. Tin plates, best charcoal, I.C., 28s. to 28s. 6d. per box.

LEAD.—English pig, £19. 10s. to £21. 10s.; shot, patent, £22. 5s.; sheet, £20. 5s. to £20. 10s.; spelter, £19. 2s. 6d.; zinc, English sheet, £24; quicksilver, £7 per bottle.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton during the present year by the P. and O. Company's mail steamers:—

	Gold.	Silver.
Shanghai	—	£537,596
Foo-Chow-Foo	—	36,976
Hong Kong	—	282,967
Manila	—	—
Singapore	17,219	66,992
Penang	—	19,024

FROM MARSEILLES.

	Gold.	Silver.
Shanghai	—	... 166,034
Hong Kong	—	... 46,238
Singapore	10,160	... 6,776
Penang	—	... 86
Foo-Chow-Foo	—	... 4,400

EXCHANGES.

	Bank Bills, 60 days' sight.	House Bills, 60 days' sight.
On Singapore (dols.) Bank Bills	4s. 7½d.	Buy at 4s. 1½d.
On Hong Kong, ditto	4s. 7½d.	Do. 4s. 1½d.

GOLD AND SILVER.

Bar Gold (per ounce)		£3 17 9
Spanish Doubloons		3 16 0
United States Gold Coin		3 16 5
Silver in Bars		0 5 0½
Mexican Dollars		0 4 11½
Carolin Dollars		0 6 6

MANCHESTER MARKETS.

The following is from the last circular of Mr. S. Mendal:—"The rapid advance in the value of cotton since the last few days compels spinners and manufacturers to raise prices to a point that for the moment checks sales. Demand to-day is on a limited scale, but there is no pressure to sell at other than full quotations herein. Production is likely to be further contracted with each coming week."

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	Captain.
Oct. 15	London	Kanagawa	James Lemon	Crowell.
23	Do.	Do.	Vision	Cosanova.
11	Do.	Shanghai, Bankok, & S.	Ricardo Schmidt	Ellen Rodger
9	Do.	Foo-Chow-Foo	Flying Spur	Ryrie.
16	Off Falmouth	Do.	Robin Hood	Cobb.
14	Liverpool	Do.	Panic	Smith.
24	London	Canton	Petchele	Montmorency
23	Do.	China and Demerara	Active	Joachim Christian
9	Off Hastings	Java	Theresa	Kerating.
15	Off Falmouth	Batavia	Princessan Louise	Stillstom.
13	Cuxhaven	Do.	Christina Helena	Tjebbes.
15	Terel	Do.	Cheribon	Coers.
17	Do.	Do.	Myverheid	Bonjer.
17	Off the Start	Do.	Johannes H. Lodewyk	Ferdinand.
19	Off Plymouth	Do.	Hendrika	Bios.
19	Off Dungeness	Do.	Kamehameha IV.	Darke.
11	Liverpool	Singapore	Robert Small	Porter.
19	Off the Start	Sarawak & Singapore	Mayola	Menzies.
21	Liverpool	Singapore	Christopher Newton	Knoll.
22	Do.	Do.	Elizabeth	Jonker.
22	Falmouth	Penang	Parace	May.
24	Do.	Passarorang	Kulimaas	VanderMeyden.
19	Off Penance	Bangoon	Springbok	Hendrik Jan
14	Falmouth	Do.	Shackamaxon	Augusta May
16	Off Falmouth	Do.	Thomas Hamlin	Banks.
19	Liverpool	Do.	Elise Susanue	Graftiers.
20	Havre	Do.	Jande Wyt.	Guyt.
22	Liverpool	Do.	Liverpool	Kimrey.
22	Falmouth	Do.	Sultan	Limstrong.
22	Do.	Do.	Lile	James.
23	Liverpool	Do.	Lodere	Stranach.
15	Do.	Akyab	Speedy	Jordan.
16	Falmouth	Do.	Spindlene	Westerberg.
19	Liverpool	Do.	Garibaldi	Wilson.
20	Queenstown	Do.	Augusta	Tarnas.
22	Falmouth	Do.	Alliance	Forsyth.
23	Off Falmouth	Do.	Atlantic	Harwood.
23	Flushing	Do.	Duke of Wellington	Collic.
9	Liverpool	Bassett	Countess of Fife	Anersen.
16	Off Falmouth	Do.	Sola	M. Gilvery.
18	Falmouth	Do.	Premier	Sowamsett.
20	Do.	Do.	Lady Hebart	Lewis.
21	Queenstown	Do.	Florida	Caderhead.
21	Falmouth	Do.	Royal Alice	
22	Do.	Do.		
22	Sheerness	Do.		

DEPARTURES.

Date.	From	For	Ship.	Captain.
Oct. 15	London	Amoy & Kanagawa	Glendower	Walshaw.
10	Liverpool	Shanghai	Melbourne	Deviason.
12	London	Do.	Weymouth	Chapman.
15	Do.	Cardiff & Shanghai	Concurrent	Spear.
16	Liverpool	Shanghai	J. H. Ransom	Westward Ho.
22	Do.	Do.	Moneta	Undine (ss).
Aug 31	Iniquine	Hong Kong	Westward Ho.	Glendower
Oct. 7	Glasgow	Do.	Undine (ss)	Lady Elma Bruce
8	Calcutta	Do.	Glendower	Goldconda
8	Liverpool	Do.	Lady Elma Bruce	Westward
10	Do.	Do.	Goldconda	Mexicana
14	Do.	Do.	Westward	Venilia
15	Liverpool	Do.	Mexicana	Lagunore
16	Cardiff	Do.	Venilia	Vamluse
19	Sunderland	Do.	Lagunore	Star Queen
23	Do.	Do.	Vamluse	Ocean Eagle
25	London	H. Kong & Canton	Star Queen	Reynard.
7	Shields	China	Ocean Eagle	Uua
14	Cardiff	Manila	Reynard	Crouch Bros
14	London	Labuan and Manila	Uua	Manster
12	Do.	Singapore & Penang	Crouch Bros	Jacatra
15	Shields	Singapore	Manster	Junio
16	Clyde	Do.	Jacatra	Molson.
17	Do.	Do.	Junio	Cobb.
19	Off Dartmouth	Do.	Como	Ditchburn.
15	London	Penang	Irene	
10	Elisnore	Cronstadt & Amoor R.	Dominion	

LOADING.

At LONDON.—For Shanghai: Canton, Falcon, Ziba. For Hong Kong and Canton: Fiery Cross, Beautiful Star, Flying Spur, Helen's Bank. For Bankok and Siam: Kalahome. For Singapore: Salvador Packet.

At LIVERPOOL.—For Manila: Sales, Reyna del Oceano, San Luis. For Shanghai: Min, Philomela, John Bibby. For Hong Kong and Canton: Sappho, Robin Hood. For Batavia and Sourabaya: Aelous. For Batavia and Singapore: Selina Jane. For Singapore: Imina Brons-cannata, Crisis.

At GLASGOW.—For Batavia, Samarang, and Sourabaya: Diana.

At HAMBURG.—For Singapore and China: Iris, Margaretha, Neuhof, Congo. For Batavia: Minerva. For Madagascar and Hong Kong: Orient. For Hong Kong and Whampoa: Podesta. For Manila: Reyna del Oceano. For Honolulu: R. W. Wood. For Nicolayessk (Amoor): Cesar and Helene. For San Francisco: Boreas.

At AMSTERDAM.—For Batavia, Samarang, and Sourabaya: Cornelia. For Hong Kong: Cornelia Hendrika. For Padang: Zeemew. For Samarang: Johanna Catharina. For Singapore and Macassar: Maria Catharina. For Sourabaya: Argonaut, Louise Roeloffione.

At ROTTERDAM.—For Batavia: Johannis Ludowyk, Janette d'Elmina, Graafstrom, Triton, Cornelis Bernard Edward. For Batavia and Samarang: Marinus Willem, India Packet. For Batavia and Sourabaya: Almonde. For Batavia, Samarang, and Sourabaya: Catharina Jacoba Frederica. For Docima and Kanagawa: Malvine. For Hong Kong:

Johanna Frederica. For Kanagawa: Guinea. For Samarang: Willem de Zwijger. For Singapore and Hong Kong: Stella Maris. For Sourabaya direct: Helene.

At BORNEAU.—For Hong Kong: Johanna. For Singapore and China: Claire Hache.

SPOKEN.

CONGO, Clyde to Singapore, Sept. 4, 1 S., 20 W.

HARKWAY, for Shanghai, Sept. 14, 1 S., 22 W.

YSTROOM, Amsterdam to Batavia, Oct. 9, 49 N., 7 W.

No. 190, 3rd d. p. London to Singapore, Sept. 3, 14 N. 26 W.

DELFT, ship, Batavia to Amsterdam, Aug. 24, 29 S., 13 E.

JACOBIA CORNELIA CLASINA, Amsterdam to Batavia, Sept. 9, 19 S., 33 W.

JAS. HUNT, Java to London, Aug. 15, 29 S., 9 E.

THAMES, London to Bushire, Sept. 12, 1 S., 22 W.

EXPECTED.

From CHINA.—At London: Northern Cross, Egmont, Golden Eagle, Sir Ralph Abercrombie, Caribbean, Glenclune, Geelong, Beemah, Hafis, Veronica, C. S. Lemon, Banian, Shakespeare, Chrysolite, Sharpshooter, Northfleet, Victor Emmanuel, Unrivalled, Invincible, Maiden Queen, Challenger, Sir W. F. Williams, West Australian, Prince Alfred, Primula, Jubilee, Spirit of the North, Mutlah, Aegean, John Norman, Cole-roon, Verbena, Primula, Nippon. At Outports: Eloise, Fadres Minde, Mischief, Jessie Bearley.

From SINGAPORE.—At London: Procymatia, Bri'annia, Granville, Weymouth, Caroline Elizabeth, Lettice Catherine, Pioneer, Meancia. At Liverpool: Primula, Tigris, Canadian, Excelsior, City of Glasgow: Antilla. At Outports: Commerce, Australia, Burnside.

From MANILA.—At London: Kate, Regina Maris, Zealandia, Ethereal. At Liverpool: Julia, Pepita, Soberana, Ashmore, Joaquina Victoria, Wild Gazelle, Gertrudis, Burdoes y Habana. At Falmouth: Nueva Engracia, Yarra, Bahia. At Cork: Roebuck, Victor Emmanuel, Marchioness of Londonderry, Chatham.

From PENANG.—At London: Sirocco, William and Jane, Norwood, Pilgrim, Robert and Alexander, Mary Ann, East Lothian.

From BATAVIA.—At Liverpool: Kerr. At England: William Simpson. At Outports: Omega.

From BANGKOK.—At Falmouth: Hannah Salkeld. At Liverpool: G. W. Browne.

FREIGHTS AND CHARTERS.

£50 per keel is obtainable for coals from the North of England to Shanghai, £28 to Calcutta, £24 to Bombay. The Peninsular and Oriental Steam Navigation Company have received tenders for the supply of 6,400 tons of coal at Point de Galle, and 2,400 tons at Singapore; also one of the Railway Companies, for the delivery of 10,000 tons of coals at Bombay.

Current Rates of Freight for Vessels on the Berth.—To Amoy: 50s. to 60s. measurement, 80s. weight; Kanagawa: 60s. measurement, 80s. weight. To Shanghai: 40s. measurement, 50s. weight. To Hong Kong: 35s. measurement, 40s. weight. To Manila and Labuan: 50s. weight or measurement. To Singapore: 30s. weight or measurement. Penang: 35s. to 40s. Batavia: 45s. weight, 40s. measurement. To Bankok: 60s. weight or measurement.

INSURANCE.

The following are the current rates of premium at Lloyd's, according to the class of vessels, &c.:—To Hong Kong, 40s. to 50s.; Shanghai, 50s. to 60s.; Singapore, 30s. to 45s.; Batavia, 30s. to 40s.; Manila, 50s. to 60s.; Japan, 50s. to 60s.

At Hamburg, for Batavia and Singapore, 40s.; China and Manila, 50s. to 60s.

CASUALTIES.

The Johanna Maria, having on board the crew of the Hero, of Liverpool, which foundered twenty miles from the Equator, was spoken by the Imogea, Ferguson, arrived in the river Thames.

The Hero, Young, of Liverpool, from Cardiff to Manila, sailed from Milford, July 13.

Margate, October 11.—The Amazone, Hamburg barque, Riese, from Shields for Shanghai, with coals, got on the Long Sand this morning, but was assisted off in the afternoon, leaky and with damage, and brought up in the roads; she proceeded to London, October 13, in tow of a tug.

The Speedy, Stranach, from Akyab, which arrived at Falmouth, October 16, had thrown part of her cargo overboard.

The Harwood, Forsyth, which arrived at Falmouth, October 12, from Akyab, had thrown part of her cargo overboard, and had main piece of rudder and mainmast sprung, and lost sails, &c.

NEW SHIP FOR THE CHINA TRADE.—On the 23rd inst., Messrs. Green, of Blackwall, launched a very beautiful vessel called the *High-flyer*, which is to be commanded by Captain Enfield, late of the *Chrysolite*. Her dimensions are:—Length between perpendiculars, 193 ft. 9 in.; do. of the keel for tonnage, 168 ft. 2½ in.; breadth extreme, 35 ft. 6 in.; do. moulded, 34 ft. 6 in.; depth in hold, 21 ft. 9 in.; burthen in tons, 1,116 25-94ths.

Messrs. Dorabjee, Norojee and Co.'s steamer, which has already been described, was launched on the 19th inst., from the yard of Messrs. Mare, and Co., Blackwall, and named the *Nurgis*, which is the Persian name for the flower Narcissus. She is to be prepared with all despatch for China, under command of Capt. Gibson. The two steamers building at the same yard for the Bombay and China line are also in a forward state.

Messrs. Apar and Co., of Calcutta, have ordered a tug boat to be built by Messrs. Hendersons on the Clyde. The *Arratoon Apar*, lately built for this firm by the same builders, will, it is expected, reach Calcutta early in November, the notice in our last of her sailing being in error.

TELEGRAPH TO INDIA COMPANY

(LIMITED.)

CAPITAL, £100,000, IN 50,000 SHARES OF £2 EACH, WITH POWER TO INCREASE TO £250,000.

DEPOSIT 10s. PER SHARE ON APPLICATION AND 10s. ON ALLOTMENT.

REGISTERED UNDER THE JOINT-STOCK COMPANIES' ACT.

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Directors.

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THE HON. JAMES BYNG, Chairman of the South-Eastern Railway Company.
WILLIAM DENT, Esq., late of the Hon. E. I. Co.'s Civil Service, Bengal.

FREDERICK GAUSSEN, Esq., 57, Chester-square.
Capt. W. H. HALL, R.N., C.B., Director of the Peninsular and Oriental Company.
JOHN FARLEY LEITH, Esq., late of Calcutta, Chairman of the Eastern Bengal Railway Company.
ALEXANDER WILSON, Esq., F.R.S., late of the Hon. E. I. Co.'s Civil Service, Madras.

(With power to add to their number.)

OFFICIAL AUDITOR—J. A. Franklin, Esq.

SOLICITORS—Messrs. Freshfields and Newman.

BROKERS—Messrs. Knight and Coleman, 1, Royal Exchange-buildings.

ENGINEERS—Sir Charles Bright and Latimer Clark, Esq.

SECRETARY—C. L. Peel, Esq.

BANKERS—The London and County Bank.

OFFICES—63, Moorgate-street, E.C.

A very brief explanation is alone required of the objects of this Company.

I. The Red Sea and India Telegraph Company, upon the guarantee of Her Majesty's Government of 4½ per cent. per annum for 50 years, have expended £800,000 in laying a cable between Suez and Kurrachee.

II. Every section of this line worked satisfactorily for a period of several months, and the whole line carried through messages between Kurrachee and Suez for several days. Faults subsequently occurred in several of the sections, which have never been repaired.

III. The Government have agreed to transfer the line, stations, and property of the Company to a new Company, to be formed for the purpose, on very liberal terms. These are in substance:—

1. That the cables, land-lines, instruments, stations, concessions, &c., belonging to the old Company shall be made over to the new Company free from charge.

2. That the new Company shall use their best endeavours to repair the line and to work it when completed, beginning with the line between Aden and Kurrachee; and are to have possession so soon as two-thirds of the capital is subscribed, and one-third paid up, and a suitable vessel despatched with not less than 200 miles of new cable on board.

3. That the new Company shall be entitled to a clear dividend out of the profits to 25 per cent. per annum on the money paid up. And the Government is to have the power to re-purchase the line on repaying the capital expended at the expiration of 30 years.

4. That any surplus profits shall be applied to reimburse the Government for the interest they have paid and will have to pay annually upon the original capital expended; after which any further profits which may accrue will be applied to the creation of a reserve fund.

5. The accounts of the Company will be audited at the

Treasury half-yearly. After the restoration of the line, any outlay of capital to be subject to the approval of Government, and the Government is to have the right (subject to arbitration) of disallowing working expenditure which they may consider excessive.

6. In the event of this failure of the Company to restore or maintain the line in working order, the Government are to have the power of taking it into their hands again on repaying the capital actually expended by the new Company. Should the Government not exercise this right, the Company are to be at liberty to dispose of the property to reimburse their outlay, the balance, after defraying the actual expenditure, to be handed over to the Government. Failure is to be defined to be the non-working of the line from end to end after reasonable allowance of time for restoration.

7. All differences between the Government and the Company are to be decided by arbitration.

8. This arrangement presupposes the concurrence of the Shareholders of the old Company, in the terms proposed to them by Her Majesty's Government; and any Parliamentary powers necessary to give effect to these arrangements are to be obtained by Her Majesty's Government.

IV. Of the vast importance, in a national point of view, of telegraphic communication with the British dominions in India, there can be but one opinion, and now that the communication is complete from London to Suez, and throughout all India by Kurrachee, it is impossible that the matter can be left in its present condition, and the wanting link unsupplied.

V. The grounds which commend the subject as a speculation are these:—£800,000 has been expended in laying out a line which for a time was perfectly successful. This line will be handed over to the Company free of all charge or liability. No attempt has as yet been made to restore

the communication between Aden and Kurrachee. On the other hand, the Company's Superintendent, Mr. Brunton, has expressed a confident opinion that the faults are many of them very trifling, and all capable of repair. This view is confirmed by the opinions of Sir Charles Bright and Mr. Latimer Clark, who have been consulted on the subject. In one of the sections, of nearly 500 miles, there has never been any fault, and those which do exist in the other sections are believed to be in shallow water. An estimate has been made by Messrs. Bright and Clark of the cost of repairing the line between Aden and Kurrachee, which they consider can be effected for a sum not exceeding £50,000. The venture is small, while the returns will be on the scale of an original expenditure of £800,000.

VI. It is proposed to limit the first operations to the repair of the line between Aden and Kurrachee. When this is effected the period of a message to all parts of India will be abridged to five days. This will be not only a vast public object, but there is no doubt, from the experience of the line when partially open, that the number of messages will be very great.

VII. When this eastern division has been completed there will remain only that between Suez and Aden, which can undoubtedly be made good by restoration of the existing cable, in whole or in part. If it should be decided to make any part of it a land line, it can be done at comparatively small cost.

VIII. The intention is, as soon as the capital or a sufficient amount has been subscribed, to despatch a steamer with 200 miles of new cable, so as to complete the communication up to Aden early in 1862.

Forms of application for shares and information may be obtained at the offices, or from the Company's brokers, Messrs. Knight and Coleman, No. 1, Royal Exchange-buildings.

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(From DENT'S, of Cockspur-street.)

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Price in Gold Hunting Case	40 Guineas.	Gold Open Face	35 Guineas.
" Silver Ditto	28 Do.	Silver Ditto	25 Do.
Ladies' Gold Geneva Watches, from ..	£8 to £14	Ladies' Gold English Lever Watches from ..	£18 to £35
Gentlemen's Ditto Ditto	10 " 16	Gentlemen's Ditto Ditto	18 " 40
Ditto Silver Ditto	4 " 6	Ditto, Silver, Ditto	6 " 11

EVERY WATCH CAREFULLY EXAMINED, TIMED, AND GUARANTEED FOR 12 MONTHS.

MARINE AND POCKET CHRONOMETERS, REPEATING AND RACING WATCHES, TURRET AND ASTRONOMICAL CLOCKS.

A large Assortment of Albert and Neck Chains in 16, 18, and 22 carat Gold. Military Decorations, Order of the Bath, Legion D'Honneur and the Medjide Miniature Medals, Clasp, Bars, Ribbons, &c.

ORDERS WITH REMITTANCE FAITHFULLY AND EXPEDITIOUSLY EXECUTED.

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KEATING'S COD LIVER OIL just

Imported. The Pale from Newfoundland, and the Light Brown from Norway. The supplies of the present season have never been surpassed, the Fish being unusually fine, and the Oil nearly tasteless. Professors Taylor and Thompson, of Guy's and St. Thomas's Hospitals, have analysed and pronounced the Pale Newfoundland Oil the best and most desirable for invalids of very delicate constitution. The Light Brown being more economical in price, is brought within the reach of all classes. No higher price need be paid than the following:—Light Brown, 1s. 6d. per pint, or 3s. per quart; Pale, 1s. 6d. half-pints, 2s. 6d. pints, 4s. 6d. quarts, or in 5 pint bottles 10s. 6d. imperial measure.

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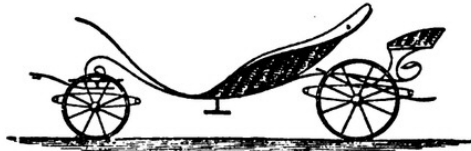
RASPBERRY or CHERRY TOOTH PASTES 1s. and 2s. Perfumes of every name and kind 1s. and 2s. The Palace Soap (as sent to Her Majesty) 1s. (three for 2s. 6d.) The Rose of England Soap 1s. and 2s. The Rose of England Pomade, perfumed with the Moss Rose, 1s. and 2s. Violet Powder (the purest) 4d., 8d., and 1s. 4d. Garibaldi Shing Cream (sufficient for twelve months) 1s. Pomade Hongroise, for fixing the Moustache and Hair, 1s. Brushes, Sponge, and every other article for the Toilet, can be ordered through any Indian Agency House, or direct (with remittance) from
CALEB SOUL AND CO., Export Perfumers, 85, Queen-street, Cheapside.

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The Patent Removable Fin Canopy, an effective protection from heat, can be fitted to any carriage.



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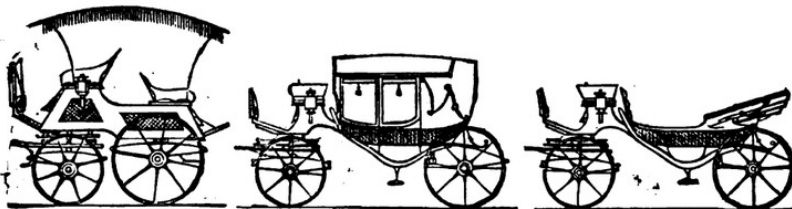
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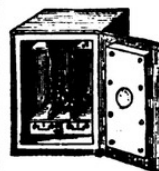
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